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# SESSIONAL PAPERS

VOLUME 10

FIRST SESSION OF THE TENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1905





SESSIONAL PAPERS

OF THE

FIRST SESSION OF THE TENTH PARLIAMENT

DIVISION OF CANADA

SESSION 1905



1905-1906



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1. Report of the Auditor General, for the fiscal year ended 30th June, 1904. Partial report presented 23rd January and 30th January, 1905, by Sir Wilfrid Laurier; also on 20th February, by Hon. S. A. Fisher.....*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. W. Paterson..... *Printed for both distribution and sessional papers.*
3. Estimates of the sums required for the services of Canada, for the year ended 30th June, 1906. Presented 18th January 1905, by Sir Wilfrid Laurier..*Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the year ending 30th June, 1905. Presented 17th May, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
- 4a. Further Supplementary Estimates for the year ending 30th June, 1905. Presented 4th July, 1905, by Hon. W. S. Fielding .....*Printed for both distribution and sessional papers.*
5. Supplementary Estimates for the year ending 30th June, 1906. Presented 4th July, 1905, by Hon. W. S. Fielding . ....*Printed for both distribution and sessional papers.*
- 5a. Further Supplementary Estimates for the year ending 30th June, 1906. Presented 12th July, 1905, by Hon. W. S. Fielding .....*Printed for both distribution and sessional papers.*
6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1904. Presented 12th April, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 3.

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December 31, 1904. Presented 9th June, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*
8. Report of the Superintendent of Insurance, for the year ended 31st December, 1904.  
*Printed for both distribution and sessional papers.*
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1904. Presented 17th April, 1905, by Hon. W. S. Fielding.  
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### CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1904. Presented 31st January, 1905, by Hon. W. Paterson. . . . . *Printed for both distribution and sessional papers.*

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11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. W. Paterson. . . . . *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 6.

12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. L. P. Brodeur. . . . . *Printed for both distribution and sessional papers.*
13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1904. Presented 16th January, 1905, by Hon. L. P. Brodeur. . . . . *Printed for both distribution and sessional papers.*
14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1904. Presented 7th April, 1905, by Hon. L. P. Brodeur. . . . . *Printed for both distribution and sessional papers.*
15. Report of the Minister of Agriculture, for the year ended 31st October, 1904. Presented 31st January, 1905, by Hon. S. A. Fisher. . . . . *Printed for both distribution and sessional papers.*
16. Report of the Director and Officers of the Experimental Farms, for the year 1904. Presented 11th May, 1905, by Hon. S. A. Fisher. . . . . *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 7.

17. Criminal Statistics for the year ended 30th September, 1904. . . . . *Printed for both distribution and sessional papers.*
18. Report on Canadian Archives, 1904. Presented 31st May, 1905, by Hon. S. A. Fisher. . . . . *Printed for both distribution and sessional papers.*

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19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1904. Presented 9th February, 1905, by Hon. C. S. Hyman. . . . . *Printed for both distribution and sessional papers.*
20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1904. Presented 13th February, 1905, by Hon. H. R. Emmerson. . . . . *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 9.

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1904. Presented 23rd January, 1905, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
- 21a. Fifth Annual Report of the Geographic Board of Canada, containing all decisions to 30th June, 1904, Presented 7th February, 1905, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
- 21b. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of Canada, on the 31st December, 1904. Presented 5th June, 1905, by Hon. J. R. F. Préfontaine. . . . . *Printed for both distribution and sessional papers.*
22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1904. Presented 16th March, 1905, by Hon. J. R. F. Préfontaine. . . . . *Printed for both distribution and sessional papers.*

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23. Report of the Harbour Commissioners, etc., 1904. . . . . *Printed for both distribution and sessional papers.*
24. Report of the Postmaster General, for the year ended 30th June, 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1904. Presented 2nd February, 1905, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*



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- 25a.** Report of the Surveyor General of Dominion Lands for the year ending 30th June 1904.  
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- 26.** Summary Report of the Geological Survey Department for the calendar year 1904.  
*Printed for both distribution and sessional papers.*
- 27.** Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June 1904. Presented 23rd January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 12.

- 28.** Report of the Royal North-West Mounted Police, 1904. Presented 21st March, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 29.** Report of the Secretary of State of Canada, for the year ended 31st December, 1904. Presented 4th May, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 30.** Civil Service List of Canada, 1904. Presented 16th January, 1905, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 31.** Report of the Board of Civil Service Examiners, for the year ended 31st December, 1904. Presented 4th May, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 32.** Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1904. Presented 19th April, 1905, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 33.** Report of the Joint Librarians of Parliament for the year 1904. Presented 12th January, 1905, by the Hon. The Speaker. *Printed for sessional papers.*
- 34.** Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1904. Presented 30th January, 1905, by Hon. C. Fitzpatrick.  
*Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 13.

- 35.** Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1904. Presented 14th April, 1905, by Sir Frederick Borden.  
*Printed for both distribution and sessional papers.*
- 36.** Report of the Department of Labour, for the year ended 30th June, 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
- 36a.** Report of the commissioner and other documents, in the matter of the royal commission to inquire into the alleged employment of aliens in connection with the surveys of the proposed Grand Trunk Pacific Railway. Presented 1st March, 1905, by Sir William Mulock.  
*Printed for both distribution and sessional papers.*
- 36b.** The royal commission appointed to inquire into the immigration of Italian labourers to Montreal, and the alleged fraudulent practices of employment agencies.—Report of the commissioner and evidence. Presented 19th May, 1905, by Sir William Mulock.  
*Printed for both distribution and sessional papers.*
- 36c.** Report of the commissioner on the investigation into the alleged employment of aliens by the Père Marquette Railroad Company. Presented 19th May, 1905, by Sir William Mulock.  
*Printed for both distribution and sessional papers.*
- 36d.** Minutes of Evidence, Père Marquette Railroad. *Printed for both distribution and sessional papers.*

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- 37.** Return of the Tenth General Election for the House of Commons of Canada, held on the 27th day of October, 1904, and the 3rd day of November, 1904, followed by a Return of the By elections held during the Ninth Parliament. Presented 23rd June, 1905, by Sir Wilfrid Laurier.  
*Printed for both distribution and sessional papers.*
- 38.** Return of over-rulings by the Treasury Board of the Auditor General's decisions between the sessions of 1904 and 1905. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*



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39. Statement of superannuations and retiring allowances in the civil service during the year ended 31st December, 1904, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, and also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*
40. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1904, to the 11th January, 1905, in accordance with the Appropriation Act of 1904. Presented 16th January, 1905, by Hon. W. Paterson. *Not printed.*
41. Ordinances of the Yukon Territory for the year 1904. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
42. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending 30th June, 1904. Presented 17th January, 1905, by Hon. W. Paterson. *Not printed.*
43. The King's Regulations and Orders for the Militia of the Dominion of Canada. Presented 17th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
44. Report of the Commissioner, Dominion Police Force, for the year 1904. Presented 17th January, 1905, by Hon. C. Fitzpatrick. *Not printed.*
45. Detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last Return, 23rd March, 1904, submitted to the Parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 24th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
46. Statement of fishing bounty expenditure for the year 1903-04. Presented 24th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
47. Return to an address of the House of Commons, dated 9th May, 1904, showing all papers, letters, petitions and resolutions in reference to payments of claims for losses arising out of the rebellion of 1885, in the North-west Territories. Presented 25th January, 1905.—*Mr. Davis.* *Not printed.*
48. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1904, in accordance with the provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 27th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
49. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 17th December, 1904, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada, and its amendments. Presented 27th January, 1905, by Sir Wilfrid Laurier. *Not printed.*
50. Papers in relation to the Arbitration: Intercolonial Railway *vs.* Grand Trunk Railway Company. Presented 31st January, 1905, by Hon. C. Fitzpatrick. *Not printed.*
51. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 31st January, 1905, by Sir Wilfrid Laurier. *Not printed.*
52. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1903, to the 1st October, 1904. Presented 1st February, 1905, by Sir Wilfrid Laurier. *Not printed.*
53. Return to an address of the House of Commons, dated 6th February, 1905, for copies of all correspondence between the government of Canada, or any member thereof, and the government of the North-west Territories, or any of its members, in reference to the granting of provincial autonomy to the said territories, since the date of the last prorogation of parliament. Presented 8th February, 1905.—*Mr. Monk.* *Printed for sessional papers.*
54. Return to an address of the House of Commons, dated 6th February, 1905, for a copy of the letter of resignation of the Honourable A. G. Blair, as Chairman of the Board of Railway Commissioners, and of all correspondence in reference to the said resignation. Presented 9th February, 1905.—*Mr. Monk.* *Not printed.*

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55. Return to an order of the House of Commons, dated 30th January, 1905, showing the value of vegetables imported from the United States, and entered at the ports of Montreal and Toronto, during the fiscal year ending the 30th of June, 1904; giving separately the values for the first and the last six months of said year. Also a statement showing the value of canned, preserved or dried vegetables entered at said ports for said fiscal year; and the amounts of duties collected at both ports in the above cases. Presented 9th February, 1905.—*Mr. Monk*.....*Not printed.*
56. Report of the Committee of the Honourable Privy Council of the 18th January, 1905, relative to the embargo on Canadian cattle. Presented 10th February, 1905, by Hon. S. A. Fisher.  
*Printed for sessional papers.*
57. Return to an order of the House of Commons, dated 1st February, 1905, giving the names of all officials, clerks and employees on the pay-roll of the Board of Railway Commissioners for Canada, on the first of January, 1905, with the amount of salary in each case. Presented 13th February, 1905.—*Mr. Perley*.....*Printed for sessional papers.*
- 57a. Report of the Board of Railway Commissioners for Canada: Part I. Report of proceedings of Board, February 1st to June 30th, 1905. Part II. Report of proceedings of Board, July 1st to December 31st, 1904. Presented 22nd May, 1905, by Hon. H. R. Emmerson.....*Not printed.*
58. Return to an order of the House of Commons, dated 26th January, 1905, for copies of the letters of Mr. Tiffen, general traffic manager, and J. E. Price, general superintendent, of the Intercolonial Railway, reporting Odbur White, station agent at Fredericton, N.B., as not qualified for his position; and of all other correspondence in the possession of the Government or the department of railways and canals, relating to the dismissal of said Odbur White. Presented 13th February, 1905.—*Mr. Crockett*.....*Not printed.*
- 58a. Return to an order of the House of Commons, dated 6th February, 1905, for copies of all correspondence, between the government or any minister, and any party or parties, concerning the dismissal of the postmaster at Shelburne, Ontario, on or about the 7th of March, 1903. Presented 28th February, 1905.—*Mr. Barr*.....*Not printed.*
- 58b. Return to an order of the House of Commons, dated 20th March, 1905, for copies of all correspondence had with the minister of railways and canals, or any officer in his department, in reference to the dismissal of James Ritchie, inspector of masonry on the Trent Valley Canal, Gamebridge, and the appointment of his successor. Presented 5th April, 1905.—*Mr. Foster*.....*Not printed.*
- 58c. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence, papers, letters, recommendations, reports petitions, &c., in possession of the government or any member or official thereof, relating to the dismissal of Henry Curtis Lawson, as postmaster at Stanhope, Prince Edward Island, and the appointment of his successor. Presented 1st May, 1905.  
*Mr. Martin (Queen's)*.....*Not printed.*
- 58d. Return to an order of the House of Commons dated 20th February, 1905, for copies of correspondence between the government, or any minister, and any party or parties, concerning the dismissal of the postmaster at St. Claude, Manitoba, Mr. J. P. Benrier, on or about the 1st day of November, 1904. Presented 28th June, 1905.—*Mr. Staples*.....*Not printed.*
59. Return to an order of the House of Commons dated 8th February, 1905, for copies of all forms and instructions issued to the returning officers in the several provinces and territories for use in the recent general election for the house of commons. Presented 15th February, 1905.—*Mr. Barker*.  
*Not printed.*
60. Return to an order of the House of Commons, dated 6th February, 1905, showing the amount of revenue collected, (1) by the department of inland revenue; (2) by the department of customs, during each of the past ten years; and also in the aggregate during the same period, at the following points in the North-west Territories, viz.: Edmonton, Strathcona, Red Deer, Calgary, Medicine Hat, Maple Creek, Lethbridge, Coutts, Cardston and Macleod Presented 15th February, 1905.—*Mr. Roche (Marquette)*.....*Not printed.*
61. Copy of the rules made by the supreme court of judicature of the province of Prince Edward Island, pursuant to section 533 of the Criminal Code, 1892. Presented 16th February, 1905, by the Hon. The Speaker.....*Not printed.*
62. Return to an order of the House of Commons, dated 13th February, 1905, showing the respective dates of appointments of the commissioners and working staff of the Grand Trunk Pacific Railway Commission; and the total amount expended thereon to December 31, 1904, under the heads, (a) salaries of commissioners; (b) salaries of staff; (c) expenses; (d) rental of quarters. Presented 17th February, 1905.—*Mr. Foster*.....*Printed for sessional papers.*



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- 62a.** Return to an order of the House of Commons, dated 27th February, 1905, showing the total number of officers, civil engineers and other employees now engaged in the surveys of the Transcontinental Railway, and works connected therewith, under the Transcontinental Railway Construction Commission; the name and place of residence of each of the above persons at the time of his appointment; and the functions and salaries of each of the above. Presented 9th March, 1905.—*Mr. Gervais*.....*Printed for sessional papers.*
- 62b.** Return to an order of the House of Commons, dated 6th March, 1905, for a statement showing: 1. The names of the civil engineers and others, who were employed by the railway commission to make a survey for a line of railway in the county of Joliette in Quebec province, during the months of October and November, 1904. 2. The salary paid to each of said engineers and assistants for the work already performed in the said county of Joliette. 3. The number of days during which each of said engineers and assistants was employed. 4. A copy of instructions given to said engineers; also a copy of report with plan or other detailed information which said engineers have made. 5. A statement showing the expenses (other than salary or salaries) entailed for the completion of said work and survey thus made in the said county of Joliette. Presented 23rd March, 1905.—*Mr. Monk*.....*Not printed.*
- 62c.** Interim report of the Commissioners of the Transcontinental Railway. Presented 22nd May, 1905, by Hon. H. R. Emmerson.....*Printed for both distribution and sessional papers.*
- 63.** Return to an order of the House of Commons, dated 23rd January, 1905, for a statement showing the amount of money spent by the government, or any department thereof, in the parish of Chateau-Richer, county of Montmorency, for building wharfs, piers, docks, breakwaters, etc., or for removing boulders or rocks from the beach in front of said parish, or for any other public works, from the 1st of September, 1904, to the 15th of November of the same year. Presented 17th February, 1905.—*Mr. Morin*.....*Not printed.*
- 64.** Copies of telegrams in connection with the late election in the Yukon Territory. Presented 17th February, 1905, by Sir Wilfrid Laurier.....*Not printed.*
- 65.** Return to an order of the House of Commons, dated 1st February, 1905, for copies of all correspondence, telegrams, etc., which passed between the minister of marine and fisheries, or the deputy minister of marine and fisheries, or any other official of the said department, and Captain R. Salmon, former wreck commissioner, in the matter of the *Canada-Cape Breton* investigation and the resignation of Captain Salmon from his position as wreck commissioner. Presented 20th February, 1905.—*Mr. Ames*.....*Not printed.*
- 65a.** Return to an order of the House of Commons, dated 6th March, 1905, of the "statement of the case" in the *Canada-Cape Breton* accident, as served by Captain Reid, of Montreal, upon witnesses whose certificates or license was liable to be dealt with in connection with investigation regarding said casualty. Presented 4th April, 1905.—*Mr. Ames*.....*Not printed.*
- 66.** Return to an order of the House of Commons, dated 6th February, 1905, showing the total number of acres of public lands undisposed of in the several and respective provisional districts of the North-west Territories of Canada. Presented 22nd February, 1905.—*Mr. McCarthy (Calgary)*.....*Printed for sessional papers.*
- 66a.** Return to an address of the House of Commons, dated 25th January, 1905, for copies of all orders in council, reports of the minister, recommending and authorizing the sale of Government lands in the North-west Territories during the years 1903 and 1904. Also a return of the lands sold, if any; the rates and terms at which they were sold, and the persons to whom they were sold. Presented 9th March, 1905.—*Mr. Foster*.....*Not printed.*
- 67.** Return to an address of the House of Commons, dated 8th February, 1905, for copies of all circulars or instructions, regulations and rulings made by the customs department together with any orders in council, relating to section 19 and subsections thereto of the Act to amend the Customs Tariff, 1897, assented to August 10th, 1904, commonly known as the "dumping clauses." Presented 23rd February, 1905.—*Mr. Kemp*.....*Not printed.*
- 68.** Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence had with the government or any member thereof, or any official under the government, relative to the appointment of returning officers for the county of Dorchester, Quebec, for the general election of 1904, and relative to the resignation of any one so appointed. Presented 23rd February, 1905.—*Mr. Morin*.....*Not printed.*

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69. Return of the names and salaries of all persons appointed to or promoted in the several departments of the civil service, during the calendar year 1904, Presented 23rd February, 1905, by Sir Wilfrid Laurier..... *Not printed.*
70. Return to an order of the House of Commons, dated 20th February 1905, showing the total amount expended in wages to men employed at the Sorel shipyard, from the 30th June, 1904, to the 1st February, 1905; indicating separately the amount so expended for each month. Also the total amount expended in purchases for the same shipyard during the same period. Presented 27th February, 1905.—*Mr. Monk*..... *Not printed.*
71. Return to an order of the House of Commons, dated 13th February, 1905, showing the names of all persons added to the pay-roll of the meteorological service, permanently or temporarily, since June 30, 1904, and the amount received by each to date. Presented 27th February, 1905.—*Mr. Monk*.  
*Not printed.*
72. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence between the minister of marine and fisheries and the Submarine Signal Company, of Boston, U.S.A., including all contracts or agreements which may have been entered into between the afore-said parties. Presented 27th February, 1905.—*Mr. Monk*..... *Not printed.*
73. Return to an order of the House of Commons, dated 6th February, 1905, showing a statement of the business done during each of the past ten years, and also in the aggregate during the same period, in connection with the transmission of mail matter; and with the issue and payment of money orders and postal notes at each post office in the provisional district of Alberta. Presented 28th February, 1905.—*Mr. Roche (Marquette)*..... *Not printed.*
74. Return to an order of the House of Commons, dated 9th February, 1905, showing the number of box and flat cars added to the equipment of the Intercolonial Railway for each year from 1900 to 1904, inclusive; the total number on January 1, 1900, and on January 1, 1904, respectively; and the number in use on roads off the Intercolonial Railway on January 1, 1900 and 1904 respectively. Presented 1st March, 1905.—*Mr. Foster*..... *Not printed.*
75. Return to an order of the House of Commons, dated 20th February, 1905, showing the number of railway and steamboat disasters in Canada in 1904. The number in which investigation for cause was made, such cause, and the cause given. The means, if any, employed by the proper authorities to prevent the recurrence of such accidents, wherever due to any preventable cause. The methods adopted in England where railway accidents are so rare, and any other information which may lead to the safeguarding of the lives and property of Canadians obliged to make use of these public facilities. Presented 1st March, 1905.—*Mr. Martin (Queen's)*..... *Not printed.*
76. Return to an order of the House of Commons, dated 30th January, 1905, for copies of all circulars or advices issued by the Intercolonial Railway governing the transport of hay, under the free transport order in council of 1904, and of all certificates signed by municipalities or individuals to whom hay was delivered thereunder. Presented 1st March, 1905.—*Mr. Foster*..... *Not printed.*
- 76a. Return to an address of the House of Commons, dated 25th January, 1905, for copies of all correspondence had with the government or any member thereof, or with any official of the Intercolonial Railway, in reference to the transport of hay during the year 1904, from points in Ontario and Quebec to points along the Intercolonial Railway, including the railway in Prince Edward Island, Also the report of the minister to council and the order in council, if any was passed, recommending or authorizing a rebate or reduction in the rates for carrying the same. And the names of the parties to whom rebates or reductions in the rate of freight upon hay were made, and the quantities shipped to each. Presented 31st March, 1905.—*Mr. Foster*..... *Printed for distribution.*
77. Partial return to an order of the House of Commons, dated 1st February, 1905, showing the names of all the commercial agents of Canada; where located; previous location, occupation and qualifications; amount of salary of each; other expenses connected with their positions; class of product they are chiefly interested in placing on the market; procedure in the different locations; results, specific and general. Presented 1st March, 1905.—*Mr. Martin (Queen's)*.  
*Printed for sessional papers.*
- 77a. Supplementary return to No. 77. Presented 28th April, 1905..... *Printed for sessional papers.*
78. Return to an address of the House of Commons, dated 20th February, 1905, for a copy of all correspondence relating to the order in council of 25th August, 1904, providing for the preparation of voters' lists in the unorganized territories of Ontario, together with a copy of such order in council, and



CONTENTS OF VOLUME 14—*Continued.*

all correspondence relating to the voters' lists prepared under or pursuant to such order in council; and especially all correspondence between any of the ministers or their deputies or officers in any of the departments, and the following persons, namely: His Honour Edward O'Connor, Junior Judge of Algoma, W. A. Quibell, Police Magistrate, Sault Ste. Marie, W. H. Carney, Sheriff of Algoma, J. J. Kehoe, Clerk of the Peace of Algoma, Jacob Stevenson, Sault Ste. Marie, and all other persons, relating to the preparation or revision of such voters' lists. Also for copies of all instructions sent, issued or delivered to any of the said persons, or to any other persons, relative to the preparation or revision of such voters' lists, or any of them. Presented 1st March, 1905.—*Mr. Boyce*

*Not printed.*

79. Return to an order of the House of Commons, dated 1st February, 1905, showing: 1. The amount of money paid by the Intercolonial and Prince Edward Island Railways, between June 30th, 1904, and January 1st, 1905, arising out of claims for damages and refunds of all kinds; also compensations for injuries. 2. The nature and amount in each case. 3. The name of the person or persons, firm or corporation to whom the same was paid. 4. The dates in each case on which the claims for damages, refunds or compensations for injuries were filed. 5. The dates of payment of each. Presented 3rd March, 1905.—*Mr. Kemp*.....*Not printed.*
80. Return to an order of the House of Commons, dated 6th February, 1905, showing the acreage in each township in the provisional district of Alberta, and in those parts of the provisional districts of Saskatchewan and Assiniboia lying west of range 13, west of the third meridian in the Dominion lands system of survey, that has been disposed of in each of the following ways: (a) acreage patented, either as homesteads or on sales; (b) acreage not patented, but held under homestead entry or by purchase; and (c) acreage patented or reserved for railway land grants. Also the number of homestead entries made to date in the following land agencies: Edmonton, Red Deer, Calgary, Lethbridge, and so much of Battleford and Regina as lies west of range 13, west of the third meridian. Presented 3rd March, 1905.—*Mr. Roche (Marquette)*.....*Not printed.*
81. Return to an order of the House of Commons, dated 2nd February, 1905, for copies of correspondence exchanged between parties in the town of Verdun, county of Jacques Cartier, and the Montreal Harbour Board, or the department of marine and fisheries, respecting protection against fishes at Verdun, along the shore of the St. Lawrence River. Presented 3rd March, 1905.—*Mr. Monk*.....*Not printed.*
82. Return to an order of the House of Commons, dated 13th February, 1905, showing all contracts which have since July 1st, 1903, been made or renewed by the department of marine and fisheries, with any person or company, for the placing, maintenance or care of harbour buoys; giving in each case the name of the approved contractor, the annual amount of his contract, and time of its expiry; and further indicating in what instances public tenders were not called for, and in what instances the lowest tenders were not accepted. Presented 3rd March, 1905.—*Mr. Ames*.....*Not printed.*
83. Return to an order of the House of Commons, dated 8th February, 1905, for copies of all correspondence exchanged since the 1st of October last between (a) P. W. St. George, Government Superintendent Engineer, Montreal Harbour sheds, and the Honourable Minister of Marine and Fisheries, and between (b) the Honourable Minister or the Deputy Minister of Marine and Fisheries and the Harbour Commissioners of Montreal, regarding the plans, specifications or contracts for the new sheds in the port of Montreal. Presented 3rd March, 1905.—*Mr. Ames*.....*Not printed.*
- 83a. Return to an address of the House of Commons, dated 25th January, 1905, for copies of all correspondence between the Board of Montreal Harbour Commissioners and the Department of Marine and Fisheries in regard to the erection of permanent sheds upon the wharfs in the harbour of Montreal and of the correspondence had between the Government and the Federation of Shippers; and engineers' reports in the possession of the government upon the same subject; also copies of correspondence between the Department of Marine and Fisheries and F. D. Monk, M.P., upon the same subject. Presented 7th March, 1905.—*Mr. Monk*.....*Not printed.*
84. Statement of the affairs of the British Canadian Loan and Investment Company, for the year ended 31st December, 1904. Presented (Senate) 14th February, 1905, by the Hon. The Speaker.*Not printed.*
85. Return to an address of the Senate, dated 5th August, 1904, showing the names of all liquid mixtures known as patent or proprietary medicines purporting to remove the most varied forms of disease occurring in the human body, and when weakened by such disease or by any indulgence, habit or accident, to restore it to its former strength and vigour. Showing also the amount of money, if any,

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paid by importer, maker, mixer or vendor, to the government as special tax or license, and to whom paid. Showing likewise if the government has any knowledge of the ingredients which are employed to make these compounds: 1. Has such knowledge been acquired from the statements of the parties who have the formula? 2. Has it been acquired by qualitative and quantitative analysis of the Dominion analyst, or by any other practical chemist, if so, what quantities are contained in a determinate, say, one fluid ounce, of the following named ingredients: 1. Water, quantity in a determinate measure, say, one fluid ounce, of the preparations examined. 2. Alcohol in any form other than absolute; methylated or proof spirit or any other form; essences, ethers or any other solvent; colouring or flavouring substances, and, lastly, the solid ingredients in said preparations, the quantity and names of each. Presented 28th February, 1905.—*Hon. Mr. Sullivan.*

*Printed for sessional papers.*

86. Return to an address of the Senate, dated 14th February, 1905, showing: Imports of aluminum in pigs or ingots into Canada. Imports of aluminum into wire, sheets or any other form. Imports of oxide of aluminum. Imports of alumina. Quantities by weight-values. Countries imported from, and ports of entry in Canada, and what countries the production of. Exports of aluminum in pigs or ingots. Exports of aluminum in any form, manufactured. What countries exported to, and ports of shipment in Canada. Quantities by weight-values. For the year 1904. Presented 28th February, 1905.—*Hon. Mr. Domville*.....*Not printed.*
87. Return to an order of the House of Commons, dated 9th February, 1905, showing the number of inspectors or other persons employed to attend to the enforcement of the Fruit Marks Act of 1901. The names of the said inspectors or other persons, and the salaries paid to each, respectively. The total amount paid to said persons on account of salaries up to the 1st of January, 1905. Also the amount paid to said persons for travelling and other expenses up to 1st January, 1905. Presented 9th March, 1905.—*Mr. Taylor*.....*Not printed.*
88. Return to an address of the House of Commons, dated 20th February, 1905, for copies of all correspondence addressed to the government, or any minister, in reference to the cables of the Empire. Presented 9th March, 1905.—*Mr. Logan*.....*Not printed.*
89. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence in reference to the building of a new boat to be employed to maintain winter communication between Prince Edward Island and the mainland of Canada. The engineer's and inspector's report of the present condition of the ss. *Stanley* now on that route; the repairs made; the damage sustained by contact with heavy ice; and any other information in regard to her age, class, etc., in any of the government departments. Presented 10th March, 1905.—*Mr. Martin (Queen's)*.....*Not printed.*
90. Return to an order of the House of Commons, dated 20th February, 1905, for a statement showing the amount and nature of each and every claim that has been made by the firm of P. Lyall & Sons for extras in connection with their contract for the erection of steel sheds in the port of Montreal; and further indicating in each instance whether the claim has been admitted and approved by the Harbour Commissioners or their chief engineer; whether it has been recommended for payment by the government superintending engineer; and in case of dispute between the engineers, what decision the minister of marine and fisheries has given in each case; and the amount paid or agreed to be paid to the contractor in connection with each claim. Presented 10th March, 1905.—*Mr. Ames*.....*Not printed.*
- 90a. Return to an order of the House of Commons, dated 27th March, 1905, for copies of all correspondence between the Minister of Marine and Fisheries, or any officer of his department, and Mr. George S. Greene, junior, of New York, regarding the steel freight sheds of the harbour of Montreal; together with the report of the said George S. Greene, junior, upon the plans submitted to him for an opinion. Presented 12th April, 1905.—*Mr. Ames*.....*Not printed.*
91. Return to an order of the House of Commons, dated 1st February, 1905, showing: 1. The present indebtedness to the Dominion Government of the Montreal Turnpike Trust, (a) on capital account (b) for arrears of interest. 2. The amounts collected at each toll gate belonging to the said turnpike trust during the year ending 31st December, 1904. 3. The names of all parties who have commuted their tolls, and the amount of commutation paid in each case. 4. The amounts expended on each section or road division under the control of said trust, during the said year ending 31st December, 1904; and the contracts given out during the year, with the name of the contractor and the date



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and amount involved in each case. 5. The amounts paid out during the said year at each toll gate for salaries of day and night keepers, and other expenditure at each of the toll gates maintained. 6. The names of all parties holding passes for free use of the roads under the control of said trust during the said year. 7. The expenses of the said trust during the said year, for rent, salaries of the office, giving name and remuneration of each official. 8. The actual indebtedness in detail of the said trust outside of its bonds due to the government of Canada. 9. The amounts collected year by year since 1896 from municipalities under special agreements made as their share *pro rata* of the bonded indebtedness of the turnpike trust. Presented 15th March, 1905.—*Mr. Monk.*

*Not printed.*

92. Return to an order of the House of Commons, dated 6th February, 1905, for a statement showing the amounts expended from the 30th of June, 1902, up to the 1st of February, 1905, upon the two wharves and approaches at Ste. Genevieve and Isle Bizard, in the county of Jacques Cartier; also letters addressed to the minister of public works during the year 1904 in reference to the said expenditure, with estimates and statements connected therewith. Presented 16th March, 1905.—*Mr. Monk.*.....*Not printed.*

93. Return to an order of the House of Commons, dated 27th February, 1905, for copies of all thermograph records of temperatures taken on board Atlantic steamships during the calendar year 1903, stating: (1) name of steamship; (2) date when thermograph was put in chamber; (3) date when the steamer left the port; (4) whether chamber was (a) cold storage; (b) cool air; (c) mechanically ventilated; (d) ordinary, or whether the record was taken on deck or other place where the natural temperature of the air would be registered, unexposed to the sun's rays; (5) where practicable, in what part of the chamber the thermograph was placed. Presented 17th March, 1905.—*Mr. Henderson.*.....*Not printed.*

- 93a. Return to an order of the House of Commons, dated 20th March, 1905, of all the thermograph records used in the transportation of perishable products from Canada, in cold storage or ventilated storage, or cool air compartments. Also a copy of all contracts entered into between the government and any steamship company whereby the company receives a subsidy for installing cold storage or cool air ventilation or ventilated storage. Presented 17th May, 1905.—*Mr. Armstrong.*

*Not printed.*

- 93b. Supplementary return to 93a. Presented 6th June, 1905.....*Not printed.*

94. Return to an order of the House of Commons, dated 6th March, 1905, showing all leases of water power granted on the Welland Canal, not included in the return made to an order of the house dated 3rd April, 1901; the names of the lessees; the quantity of power granted in each lease; the consideration named in each lease, together with the length of the term granted, and the amount of rental reserved in such leases unpaid, if any. Presented 17th March, 1905.—*Mr. German.*

*Printed for sessional papers.*

95. Return to an order of the House of Commons, dated 13th February, 1905, showing what contracts for public works, or for supplies, have been awarded since July 1st, 1903, to other than the lowest tenderer, in the department of marine and fisheries, by the authority of the governor-in-council, in the manner set forth in clause 6 of the Act 55-56 Victoria, chapter 17. Also for the names and offers of all unsuccessful tenderers in every such case, and for the reasons why any such lowest tenderer was passed over. Presented 17th March, 1905.—*Mr. Lewis.*.....*Not printed.*

96. Return to an address of the Senate, dated 1st March, 1905, for a copy of all correspondence between the government and the Ottawa corporation, relative to the formation of a federal district. Presented 17th March, 1905.—*Hon. Mr. Bernier.*.....*Not printed.*

97. Statement showing areas of the provisional districts of the North-west Territories. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

98. School ordinance, North-west Territories, being chapters 29, 30 and 31, passed 1901. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Not printed.*

99. Summary of legislation relating to subsidies to provinces. Presented 20th March, 1905, by Hon. W. S. Fielding.....*Not printed.*

CONTENTS OF VOLUME 14—*Continued.*

- 100.** Return to an order of the House of Commons, dated 20th February, 1905, showing the number of witnesses who appeared before the agriculture committee, whose expenses were paid by the government, for each year from 1890 to 1904 inclusive; the amount paid to each such witness; the name of each; where each came from when their attendance was required; and at whose instance each such witness was brought. Presented 22nd March, 1905.—*Mr. Wilson (Lennox and Addington).*  
*Not printed.*
- 101.** Return to an order of the House of Commons, dated 9th February, 1905, for copies of all correspondence had between the government, or any department or member thereof, and the Alexander Gibson Railway and Manufacturing Company, or any other corporation or corporations, or person or persons, not included in the return brought down on the twenty-ninth day of July, 1904, in reference to the purchase and taking over by the government of the Canada Eastern Railway; and of all other papers in the possession of the government, or any department thereof, not included in the said return of July, 1904, in reference to the purchase and taking over of the said railway, and the cost thereof. And also showing (1) the number of officials and employees in the service of the said railway at the time of its transfer to the government, with their names and their respective salaries or wages; (2) the number of officials and employees now in the service of the said railway, with their names and their respective salaries or wages; (3) the cost of the operation of the said railway from the date of its transfer to the government until the first day of February, 1905, and the gross earnings of the said railway during the same period. Presented 23rd March, 1905.—*Mr. Crocket.*  
*Not printed.*
- 102.** Return to an order of the House of Commons, dated 6th March, 1905, for copies of all petitions, memorials, and resolutions from the legislative assembly of Manitoba, the executive of that province, and any correspondence relative to the extension of the boundaries of Manitoba to the west or north. Presented 3rd April, 1905.—*Mr. Roche (Marquette).*  
*Printed for both distribution and sessional papers.*
- 102a.** Supplementary return to No. 102. Presented 5th April, 1905.  
*Printed for both distribution and sessional papers.*
- 103.** Return to an order of the House of Commons, dated 26th January, 1905, of copies of all correspondence had with the government or any member or official thereof, in reference to the building and location of a railway station in Charlottetown, Prince Edward Island; also report or reports or memorandum of any minister or official of the government, with reference to delegations from the province of Prince Edward Island, asking for the construction of such work. Presented 22nd May, 1905.—*Mr. Martin (Queen's).* ..... *Not printed.*
- 104.** Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence and documents relating to an application to the Board of Railway Commissioners, and relating to an application lately before the said board, by the towns of Port Arthur and Fort William, to obtain access for their municipal telephone system into the offices of the stations of the Canadian Pacific Railway in the two towns. And for copies of all correspondence between the said towns of Port Arthur and Fort William, and the officers thereof, with the government, with reference to such application, or prior or subsequent thereto. Also copies of any report or recommendation, decision or order made by the railway commissioners with reference to such application or applications, or incident thereto. Presented 5th April, 1905.—*Mr. Bouce.* ..... *Not printed.*
- 105.** Return to an order of the House of Commons, dated 27th February, 1905, for a copy of the report of Mr. Matheson relating to the alleged fraud in payment of fishing bounties. Presented 5th April, 1905.—*Mr. Ganong.* ..... *Not printed.*
- 106.** Return to an order of the House of Commons, dated 27th February, 1905, showing the business done in the exchequer court of Canada, under its admiralty jurisdiction, since the Admiralty Act of 1891 came into force; giving by districts, (1) the number of actions instituted; (2-a) the number of interlocutory applications, and (b) trials; (3) the amount involved. Presented 6th April, 1905.—*Mr. Clarke (Essex).* ..... *Printed for sessional papers.*
- 107.** Return to an order of the House of Commons, dated 13th March, 1905, for copies of all correspondence between the Department of Interior and Robert Buchanan, Peter Veregin, Simeon Rieben, and the Dominion Lands Office at Yorkton, or others, relative to the claim of Ivan Shukin to the patent for the northwest quarter section 23, township 31, R. 6, to 2nd M.; and to any cancellation proceedings in connection with the said land. Presented 7th April, 1905.—*Mr. Lake.* ..... *Not printed.*



CONTENTS OF VOLUME 11—*Continued.*

108. Return to an order of the House of Commons, dated 6th March, 1905, showing the number and location, cost and earnings, of the cold storage establishments called "Bait Freezers," of Maritime Canada; together with the returns, duly certified, of all such institutions, since 1900; the names and the salaries of all superintendents, officials and keepers of same; and the amounts in pounds of the different kinds of fish therein stored; the amount of bait from them used by *bona fide* fishermen, and the names of the same; together with all such information as may permit of the thorough examination of the question of government assisted refrigerators. Presented 11th April, 1905.—*Mr. Martin (Queen's)*..... *Not printed.*
109. Return to an address of the Commons, dated 20th February, 1905, for copies of all correspondence, telegrams, reports, writings, documents, memorials, orders in council, memoranda, or written or printed information of any kind not already down, which passed between the government of Canada, or of any minister or official thereof, and the government of Prince Edward Island, or of any member or official thereof, in any wise relating to the claim of the province of Prince Edward Island to a share of the Halifax fishery award. Presented 12th April, 1905.—*Mr. McLean (Queen's)*..... *Not printed.*
- 109a. Supplementary return to No. 109. Presented 10th May, 1905. .... *Not printed.*
110. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all correspondence between the Department of Marine and Fisheries and Mr. A. E. Dymont, M. P.; and also between the Department of Marine and Fisheries and the late Commissioner of Fisheries for Ontario, the Honourable Mr. Latchford, during the past four years, regarding the granting of pound net licenses east of Little Current, Manitoulin Island, to Mr. T. H. Jackman, of Killarney, Ontario. Presented 12th April, 1905.—*Mr. Crockett*..... *Not printed.*
111. Return to an order of the House of Commons, dated 13th February, 1905, for a statement showing the amount of money expended by the Dominion government since the first day of July, 1873, for constructing, equipping, and subsidizing railways and canals, separately, in Canada; adding thereto the value of land given as subsidies, on the basis of one dollar value per acre; and adding further thereto the total estimated liability incurred by Canada on account of the building of the Grand Trunk Pacific Railway. Also a statement showing separately the part of such expenditure made or to be made as above, on railways and canals separately in each province of Canada, and the North-west Territories, deducting any sums that may have been charged any of the provinces or the North-west Territories in their debt account with the Dominion of Canada. Presented 12th April, 1905.—*Mr. Martin (Queen's)*..... *Printed for sessional papers.*
112. Return to an order of the House of Commons, dated 6th February, 1905, for a return of all lists of voters, as prepared by the enumerators, for the several polling subdivisions of the respective electoral districts in the North-west Territories, and used in the recent general election for the house of commons. Presented 17th April, 1905.—*Mr. McCarthy (Calgary)*..... *Not printed.*
- 112a. Return to an order of the House of Commons, dated 8th February, 1905, for a copy of the voters' lists for the constituency of Macdonald, Manitoba, supplied to the clerk of the crown in chancery prior to the general elections of 1904. Also for copies of the voters' lists supplied by the clerk of the crown in chancery to the returning officer for Macdonald constituency for the same elections. And for copies of voters' lists supplied to the various deputy returning officers by the returning officer in the constituency of Macdonald. Presented 27th April, 1905.—*Mr. Staples*..... *Not printed.*
- 112½. Return to an order of the House of Commons, dated 19th January, 1905, for a copy of the original list of the electors of Marquette supplied the clerk of the crown in chancery; also a copy of the list as sent to the returning officer; and for copies of the lists supplied by the returning officer to the various deputy returning officers. Presented 27th April, 1905.—*Mr. Roche (Marquette)*..... *Not printed.*
113. Return to an order of the House of Commons, dated 20th February, 1905, showing the quantities of anthracite coal used in the several departments of the government of Canada, in the province of Quebec, New Brunswick, Nova Scotia and Prince Edward Island, in the years 1900, 1901, 1902, 1903 and 1904. Also of the total expenditure per year for said coal for each of the said provinces during said years; and separately, the names of the parties to whom paid, and the price per ton paid to each. Presented 17th April, 1905.—*Mr. McLean (Queen's)*..... *Not printed.*

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114. Return to an order of the House of Commons, dated 27th March, 1905, showing the imports by provinces into Canada for home consumption from the United States; and the exports of the same from Canada to the United States; and the duty on the same, giving Canadian duty and the United States duty, for the years 1903 and 1904, on the following articles: pork, all kinds; apples, corn, beans—raw, canned and otherwise; tobacco, raw leaf; cattle, horses, wool, hides, sugar beets, hay, eggs, butter, fowls. Presented 25th April, 1905.—*Mr. Clements*.....*Not printed.*
115. Return to an order of the House of Commons, dated 6th March, 1905, showing in detail the various amounts expended during the past two years upon the wharf and abutments situated at Isle Bizard, in Jacques Cartier county, Quebec. Presented 27th April, 1905.—*Mr. Monk*.....*Not printed.*
116. Return to an order of the House of Commons, dated 20th March, 1905, for copies of all correspondence, telegrams, reports, estimates, and all other documents or information which passed between any minister or official of the government and engineers or others, with reference to the investigating or taking of soundings, or any other work for the purpose of ascertaining the best plan and place for the building of a pier or breakwater, in the vicinity of Carleton Point, or Cape Traverse, P.E.I., to establish and facilitate communication between Prince Edward Island and the mainland, winter and summer. Presented 27th April, 1905.—*Mr. Lefurgey*.....*Not printed.*
117. Return to an order of the House of Commons, dated 20th February, 1905, for copies of all reports made by Mr. Burley, or any other officer, in regard to reservations of water rights for stock purposes in the North-west Territories during the last five years. Presented 27th April, 1905.—*Mr. Roche (Marquette)*.....*Not printed.*
118. Return to an order of the House of Commons, dated, 27th February, 1905, for copies of all correspondence, letters, reports, petitions, memoranda, in possession of the government, or any member or official thereof, relating to the location and erection of a railway station at Grand View, on the Murray Harbour branch of the Prince Edward Island Railway. Presented 28th April, 1905.—*Mr. Martin (Queen's)*.....*Not printed.*
119. Return to an order of the House of Commons, dated 20th February, 1905, showing the sums of money spent by the Dominion government since 1896 upon each of the following: (a) Port Arthur harbour; (b) Fort William harbour; (c) Kaministiquia river; classified into (1) dredging; (2) breakwaters; (3) other purposes. The quantities of each of the following to be excavated during 1905-6 in each of the three locations above named: mud and sand, clay, hardpan, rock. The dates and terms of the contracts entered into with those engaged in dredging at the aforesaid points in 1903-04 and 1904-05. The said contracts. The horse-power, tonnage and dimensions of each of the dredges engaged in said work. The cost of dredges newly built, similar to those engaged at the above three points. Presented 28th April, 1905.—*Mr. Hughes (Victoria)*.....*Not printed.*
120. Return to an order of the House of Commons, dated 13th March, 1905, for each of the fiscal years from 1st July, 1897, to 30th June, 1904, of the expenditure on capital account upon the Drummond Counties Railway, and of the descriptions of work and materials for which such expenditure was made. Presented 9th May, 1905.—*Mr. Foster*.....*Not printed.*
121. Return to an order of the House of Commons, dated 20th February, 1905, showing in tabular form the amounts first voted for public buildings in towns in Canada of not more than 5,000 inhabitants; the year in which the first amount was in each case voted; the total amount expended to complete each building; the year in which it was completed; the revenue derived from post office, customs and inland revenue, separately, for the year in which the first vote was taken, and the rentals paid for the buildings in use for the above services during the same year, and the population of each town for that year; said return to cover the period from January, 1888, to February, 1905, inclusive. Presented 19th May, 1905.—*Mr. Foster*.....*Not printed.*
122. Return to an order of the House of Commons, dated 26th May, 1905, of copies of correspondence, etc., in relation to the Thessalon post office. Presented 26th May, 1905.—*Sir William Mulock*.....*Not printed.*
123. Return to an address of the House of Commons, dated 27th February, 1905, for copies of all petitions and correspondence between the boards of trade of Toronto and Montreal respectively, and the governor in council, in reference to the appointment of grain survey boards, under the authority of the Grain Inspection Act, at Toronto and at Montreal; and for copies of the orders in council whereby the aforesaid appointments were made. Presented 6th June, 1905.—*Mr. Ames*.....*Not printed.*



CONTENTS OF VOLUME 14—*Continued.*

124. Return to an address of the House of Commons, dated 27th March, 1905, of the following documents in respect of payments made on account of the subsidy voted in 1901 for a line of railway between Caplin and Paspébiac: 1. Copy of authority to act, together with full instructions issued to Commissioner Mothersill. 2. Report and findings of Commissioner Mothersill. 3. Sworn evidence of claimants who appeared before Commissioner Mothersill, as taken down by Stenographer Roy. 4. Copy of authority to act, and full instructions to Commissioner Langelier. 5. Report and findings of Commissioner Langelier. 6. Sworn evidence, if any, of claimants appearing before Commissioner Langelier. 7. Affidavits presented to Commissioner Langelier and subsequently. 8. Copy of resolution or order in council adopting report of Commissioner Langelier. 9. A statement giving each of the several payments made by the government since July 1st, 1901, on account of the subsidy voted in 1901 for a line of railway between Caplin and Paspébiac; showing in respect of every such payment to whom, by whom, on what date, in connection with part of the road, the date of original filing of claim, and on whose recommendation each payment was made. 10. All correspondence which may have passed between the Department of Railways and Canals, or any person connected therewith, and Commissioner Langelier, in respect of the investigation and payment of said claims. Also all correspondence between the member for the county of Bonaventure and the department, and between said member and Commissioner Langelier on this subject, as well as by the trustees of the Atlantic and Lake Superior Railway, C. N. Armstrong, T. C. Casgrain, H. C. J. Gilendez or any other person on their behalf and the department. Presented 15th June, 1905.—*Mr. Ames*. . . . . *Not printed.*
125. Return to an order of the House of Commons, dated 13th March, 1905, for copies of all correspondence, letters, petitions, etc., in possession of the government, or any member or official thereof, relating to land damages claimed by Thomas Curley, Charles Mitchell and others, of Village Green, Prince Edward Island, for lands expropriated for the Murray Harbour branch of the Prince Edward Island Railway. Presented 30th June, 1905.—*Mr. McLean (Queen's)*. . . . . *Not printed.*
126. Return to an address of the House of Commons, dated 13th February, 1905, for copies of all correspondence and despatches between the government of Canada and the Imperial government, in regard to the establishment of a branch of the Royal Mint in Canada. Presented 4th July, 1905.—*Mr. Monk*. . . . . *Not printed.*
127. Copy of the account of the counsel and the expert witness as certified to by the chairman of the select special committee appointed last session to investigate the position of the Mutual Reserve Fund Life Association of New York in Canada. Presented (Senate) 28th June, 1905, by Hon. R. W. Scott. . . . . *Not printed.*
- 127a. Letter from C. J. Coster to the Clerk of the Senate, acknowledging a receipt of a cheque for \$500 on account of counsel fees in connection with the special committee on the Mutual Reserve Fund Life Association of New York, and also a letter from A. Power, acting Deputy Minister of Justice, referring to a number of accounts submitted to the Department of Justice for taxation in connection with the investigation of the said committee. Presented (Senate) 29th June, 1905, by Hon. R. W. Scott. . . . . *Not printed.*
128. Return to an address of the House of Commons, dated 13th March, 1905, for copies of all correspondence, orders in council, agreements, reports, etc., in connection with the taking over by the Dominion government of the Halifax and Esquimalt defences. Presented 7th July, 1905.—*Mr. Foster*. . . . . *Printed for both distribution and sessional papers.*
129. Return to an order of the House of Commons, dated 27th March, 1905, for copies of all correspondence, telegrams, papers, memoranda, etc., between the government and members of the Canadian militia, in regard to the granting of the King's South African medal to Canadians doing 18 months' South African war service. Presented 10th July, 1905.—*Mr. Worthington*. . . . . *Not printed.*
130. Return to an order of the House of Commons, dated 10th July, 1905, for a copy of the memorandum from the members of the Militia Council to the Minister of Militia and Defence; and also a copy of the memorandum of the Minister of Militia and Defence relating to the militia estimates. Presented 10th July, 1905.—*Sir Frederick Borden*. . . . . *Printed for both distribution and sessional papers.*
131. Return to an order of the House of Commons, dated 6th March, 1905, showing the names of residents in the North-west Territories, not entitled to a second homestead, for whom the sanction of the department has been given, allowing them to purchase additional quarter sections, subject to ordinary cultivation conditions; the dates upon which such sanctions were given; the lands which

CONTENTS OF VOLUME 14—*Continued.*

- have been purchased by such settlers in consequence of this authority, with the price agreed upon, and the sum paid down; also the form in which the authority to make the sale was made known to the local agents of Dominion lands. Presented 10th July, 1905.—*Mr. Lake*.....*Not printed.*
132. Partial return to an order of the House of Commons, dated 13th March, 1905, showing: (1) the number of permanent appointments, male and female, respectively, made to the civil service (inside division) in Ottawa, since July 1st, 1896; (2) the present strength of the civil service in Ottawa (inside division) permanent staff, specifying whether male or female; (3) the number of temporary employees, male or female, on the pay-list for the inside division of the civil service at Ottawa for January, 1905; (4) the number of temporary employees, male and female, appointed since July 1st, 1896; (5) in addition to the permanent and temporary clerks at present employed in the public service in Ottawa, the number of artisans, labourers, or other workmen employed at Ottawa during the month of January, and showing to which department these men are attached. Presented 10th July, 1905.—*Mr. Sproule*.....*Not printed.*
133. Rules of the Supreme Court of Prince Edward Island in criminal cases Presented (Senate) 10th July, 1905, by The Speaker.....*Not printed.*
134. Return to an address of the House of Commons, dated 27th March, 1905, for copies of all correspondence, telegrams, letters, memoranda, orders in council, reports, etc., in possession of the government, or any member or official thereof, in connection with the granting of an additional subsidy to the province of Prince Edward Island, in 1901, of \$30,000 a year, and the basis on which the said subsidy was agreed to be paid to the province. Presented 11th July, 1905.—*Mr. Martin*.....*Not printed.*
135. Return to an address of the Senate, dated 6th July, 1905, showing: 1. The amount (acreage) of school lands sold in the North-west Territories since the union. 2. The amount of principal (if any), and also the amount of interest paid over to the Territorial government. 3. The amount (acreage) of lands sold, and the average price per acre in each year for which such lands were sold. 4. The amount at present standing to the credit of the school fund. 5. The amount owing on sales to be carried to the credit of said fund. Presented 12th July, 1905.—*Hon. Mr. Loughheed*.....*Not printed.*
136. Return to an order of the House of Commons, dated 13th February, 1905, for copies of all correspondence, petitions, resolutions, reports, memoranda, in possession of the government, or any member thereof, relating to the survey and construction of branch railway lines in the province of Prince Edward Island. Also the number of surveys made in the province since 1900, the routes surveyed, and the cost of each. Presented 14th July, 1905.—*Mr. Martin (Queen's)*.....*Not printed.*
137. Return to an order of the House of Commons, dated 14th July, 1905, for a copy of the details of the third item of Resolution 107 of the Supplementary Estimates, 1905-6: Construction of lighthouses and aids to navigation, including apparatus, \$675,000. Department of Marine and Fisheries. Presented 14th July, 1905.—*Hon. J. R. F. Préfontaine*.....*Not printed.*
138. Return to an order of the House of Commons, dated 14th July, 1905, for a copy of the report of Superintendent J. D. Moodie, on service in Hudson Bay, per ss. *Neptune*, 1903-4. Presented 14th July, 1905.—*Hon. J. R. F. Préfontaine*.....*Printed in Sessional Paper No. 28.*
139. Extracts of reports of committees of the honourable the privy council, approved by his excellency on the 31st May, 1902, and 20th September, 1904, respectively, relative to the carrying out of a certain propaganda in certain European countries to promote emigration to Canada by the North Atlantic Trading Company of Amsterdam, Holland. Presented 19th July, 1905, by Hon. F. Oliver.  
*Not printed.*
140. Report of W. M. Graham, inspector of Indian agencies in the Assiniboine agency, and also in the Moose Mountain agency. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
141. Correspondence respecting the sale of certain disputed islands in the Georgian Bay, south of Moose Deer Point. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
142. Copy of an indenture between His Majesty King Edward the Seventh and the Dominion Coal Company, Limited. Presented 19th July, 1905, by Hon. F. Oliver.....*Not printed.*
143. Return to an address of the Senate, dated 7th July, 1905, for a return of the number of closed grazing leases granted since 1897 by the government of the North-west Territories, together with the following information relating thereto: The number of acres in each lease, the date when, and time for which granted; the parties to whom granted, and by whom at present held; the rental per acre, and the township and range in which situate. Presented 14th July, 1905.—*Hon. Sir Mackenzie Bowell*.....*Not printed.*



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 CONTENTS OF VOLUME 14—*Concluded.*

144. Return to an address of the Senate, dated 6th April, 1905, for copies of all despatches, letters, telegrams and other correspondence and communications received by the department of public works, or any officer thereof, or by any department of the government, or by any officer thereof, from the Honourable Senator Philippe Auguste Choquette in any way relating to lot 4438-A of the official plan and book of reference of Montcalm Ward, of the city of Quebec, and to the purchase thereof by His Majesty King Edward VII, and of all despatches, letters, telegrams and other correspondence and communications sent by any and all such departments and officers to the Honourable Senator Choquette relating thereto; also copies of all plans, if any, filed for the purpose of expropriating said lot in the registration division wherein said lot is situate, and copies of any other expropriation proceedings authorized or required by law to be followed in connection with the expropriation of lands for public purposes and which in any way relate to the lot aforesaid; copies of all appointments of valuers regarding said lot; copies of all applications for the appointment of such valuers, and of all correspondence, letters and telegrams relating to such appointments; and copies of any valuations of said lot made by any valuers; copies of all orders in council relating to said transactions and to the purchase of said property; copies of all deeds, powers of attorney, reports and orders in council executed, made or passed relating to the purchase or acquisition of said lot by His Majesty King Edward VII. Presented 18th July, 1905.—*Hon. Mr. Landry.....Not printed.*
145. Return to an address of the Senate, dated 16th May, 1905, for copies of all correspondence between Henry F. Coombs, of St. John, N.B., and the department of agriculture of Canada, or any officer thereof, relating to articles forwarded by the said Henry F. Coombs to the Paris exhibition, in 1900, and his claim for expenses in connection therewith and for payment to him for articles damaged or not returned. Presented 19th July, 1905.—*Hon. Mr. Landry.....Not printed.*
146. Return to an address of the Senate, dated 14th June, 1904, for: 1. A statement showing, in so many distinct columns, the names and surnames, the age, rank, the domicile, the origin, of all the officers, sub-officers and men of the crew of the ship sent in 1903 to explore Hudson's Bay. 2. The name of the ship chartered for this expedition, its tonnage, the name of its owner, the price assigned for its service, the duration of this service. 3. The term of service of each of the men (officers, sub-officers, sailors, etc.) who composed the crew of this vessel. 4. All the correspondence relating to this expedition, including therein the instructions given. 5. A copy of each report made by the authorities on board from the commencement of this expedition. Presented 18th July, 1905.—*Hon. Mr. Landry... ..Not printed.*
147. Orders in council passed since last session, submitted for the approval of parliament, in accordance with provisions of section 5 of chapter 34, of the Statutes of Canada, 1902. Presented 18th July, 1905, by Hon. F. Oliver.....*Not printed.*







# SUPPLEMENT

TO THE

THIRTY-SEVENTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND  
FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED JUNE 30,  
1904, AND PARTLY FOR THE CALENDAR YEAR 1904.

# MARINE

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## REPORTS

OF THE

## HARBOUR COMMISSIONERS

FOR

TORONTO, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY, PICTOU  
AND MONTREAL (FOR 1903.)

THE PILOTAGE AUTHORITIES,

CERTIFICATES TO MASTERS & MATES.

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, STATEMENT  
OF WRECKS AND CASUALTIES, AND STEAMBOAT INSPECTION.

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1904

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1905





OTTAWA, November, 1905.

HON. RAYMOND PRÉFONTAINE,  
Minister of Marine and Fisheries.

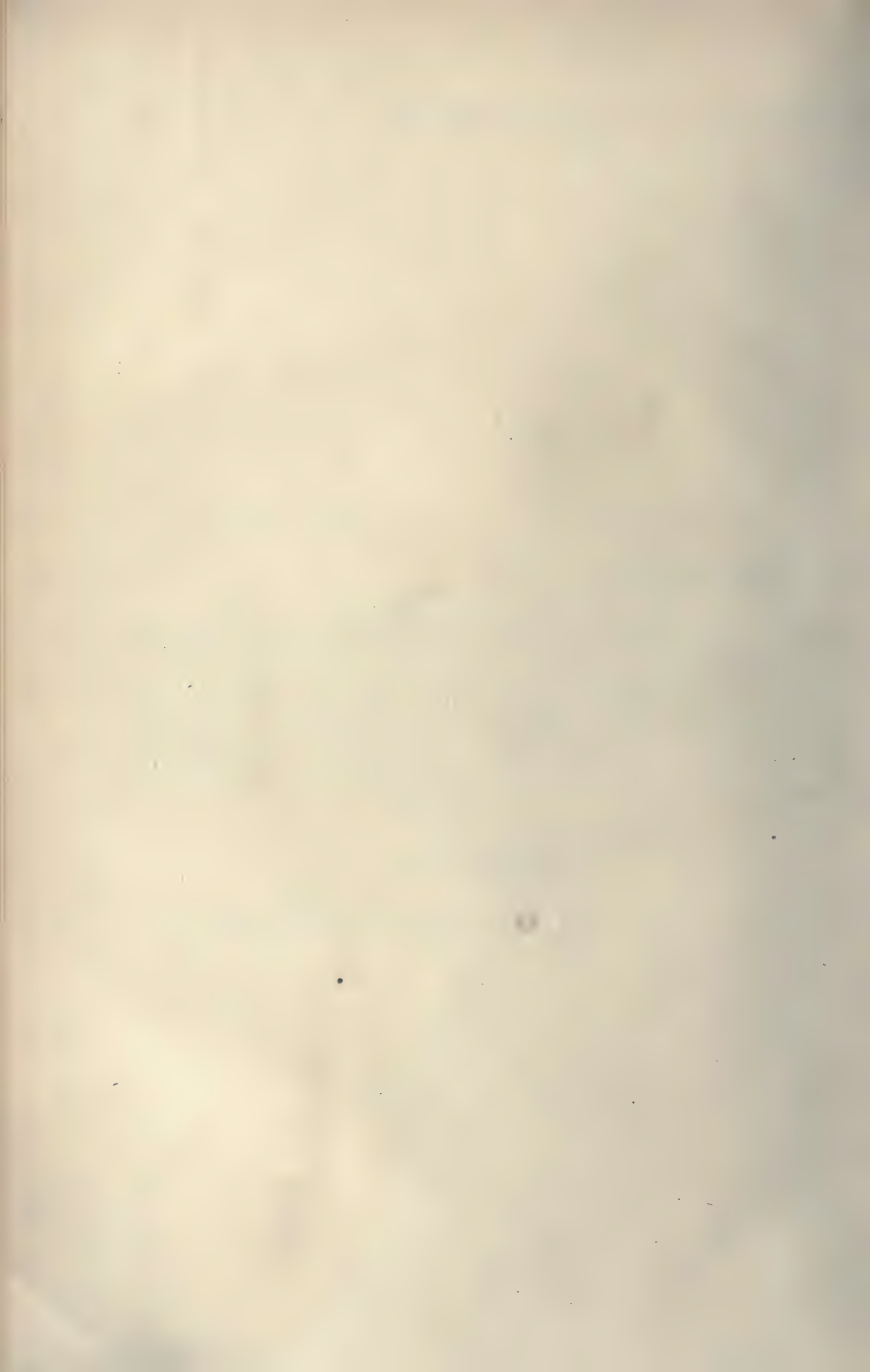
SIR,—I have the honour to submit herewith the Supplement to the thirty-seventh Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1904, containing a statement of merchant shipping, wrecks and casualties ; lists of certificates granted to masters and mates ; the reports of the harbour commissioners of Toronto, Belleville, Quebec, Three Rivers, North Sydney and Montreal for 1903 ; list of harbour masters ; reports of harbour masters generally ; reports of pilotage commissioners ; reports of port wardens, list of shipping masters and the report of the chairman of the board of steamboat inspection.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU,  
*Deputy Minister of Marine and Fisheries.*





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## APPENDIX No. I.

## MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1904, including old and new vessels, sailing vessels, steamers and barges, was 7,152, measuring 682,838 tons register tonnage, being an increase of 132 vessels, and a decrease of 309 tons register, as compared with 1903. The number of steamers on the registry books on the same date was 2,543, with a gross tonnage of 353,514 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$20,485,140.

The number of new vessels built and registered in the Dominion of Canada during the last year was 308, measuring 18,554 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$834,930 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1904. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1904, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1904.

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham.....	355	47	2,185	7,458
Dorchester .....	5			1,661
Moncton .....	14	1	20	1,590
Richibucto .....	19	4	129	1,966
Sackville .....	12	3	65	660
St. Andrews .....	167	7	590	3,558
St. John .....	361	76	9,444	37,962
Total.....	933	138	12,433	54,855



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STATEMENT showing the number of Vessels and number of Tons on the Registry Books,  
&c.—Continued.

## PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst.....	3			71
Annapolis.....	49	1	32	6,103
Arichat.....	117	2	71	3,586
Barrington.....	59	3	135	1,743
Canso.....	30			643
Digby.....	126	4	128	4,786
Guysboro'.....	16			630
Halifax.....	426	73	8,297	19,475
Liverpool.....	90	5	369	8,698
Lunenburg.....	318	9	902	32,833
Maitland.....	24	1	88	12,940
Parrsboro'.....	126	5	568	30,631
Pictou.....	59	20	2,718	6,051
Port Hawkesbury.....	72	3	131	2,103
Port Medway.....	21	1	138	1,854
Shelburne.....	86	4	94	4,845
Sydney.....	101	20	1,718	6,588
Truro.....	1			124
Weymouth.....	34			2,978
Windsor.....	107	14	1,911	46,432
Yarmouth.....	201	28	4,738	18,853
Total.....	2,066	193	22,038	211,972

## PROVINCE OF QUEBEC.

Amherst (Magdalen Islands).....	12			429
Gaspé.....	28			1,230
Montreal.....	599	227	66,507	97,689
Paspébiac.....	14	3	88	1,090
Quebec.....	634	154	20,938	39,901
Sorel.....				
Total.....	1,287	384	87,533	140,339

## PROVINCE OF ONTARIO.

Amherstburg.....	13	8	244	303
Belleville.....	16	13	306	458
Bowmanville.....	2			282
Brockville.....	24	23	521	327
Chatham.....	21	14	489	634
Cobourg.....	6	1	23	758
Collingwood.....	77	74	10,206	7,338
Cornwall.....	2	2	46	32
Deseronto.....	17	11	1,203	1,463
Dunnville.....	1			57
Fort William.....				
Goderich.....	45	36	2,455	2,379
Hamilton.....	52	44	7,203	5,644
Kingston.....	195	109	12,541	24,716
Lindsay.....	52	32	869	1,862
Midland.....	2	2	3,972	2,455
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	407	225	27,723	32,967
Owen Sound.....	45	40	5,095	4,625
Peterborough.....	43	39	1,152	1,015
Pictou.....	20	12	2,892	3,100

## SESSIONAL PAPER No. 23

STATEMENT showing the number of Vessels and number of Tons on the Registry Books, &c.—*Concluded.*

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Arthur.....	37	27	3,780	4,266
Port Burwell.....	6	5	59	99
Port Dover.....	13	8	235	616
Port Hope.....	47	28	1,956	3,979
Port Stanley.....	8	8	1,346	840
Prescott.....	40	18	1,249	6,880
Rat Portage.....	43	41	1,515	1,071
Sarnia.....	45	35	10,496	8,832
Southampton.....	14	12	593	607
Sault Ste. Marie.....	46	39	2,725	6,991
St. Catharines.....	97	62	4,680	10,871
Simcoe.....	5	2	35	271
Toronto.....	350	271	37,030	30,813
Wallaceburg.....	33	19	1,328	2,528
Whitby.....	3	.....	.....	514
Windsor.....	57	28	7,371	6,689
Total.....	1,886	1,288	151,338	176,430

## PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	161	16	2,908	12,200
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## PROVINCE OF BRITISH COLUMBIA.

New Westminster.....	160	94	7,154	9,942
Vancouver.....	262	184	18,376	19,965
Victoria.....	244	136	41,171	47,198
Total.....	666	414	66,701	77,105

## PROVINCE OF MANITOBA.

Winnipeg.....	141	99	7,359	7,765
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## YUKON DISTRICT.

Dawson.....	12	11	3,204	2,172
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## SUMMARY.

New Brunswick.....	933	138	12,433	54,855
Nova Scotia.....	2,066	193	22,038	211,972
Quebec.....	1,287	384	87,533	140,339
Ontario.....	1,886	1,288	151,338	176,430
P. E. Island.....	161	16	2,908	12,200
British Columbia.....	666	414	66,701	77,105
Manitoba.....	141	99	7,359	7,765
Yukon District.....	12	11	3,204	2,172
Grand Total.....	7,152	2,543	353,514	682,838



COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1904, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec.....	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario.....	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba.....			2	178	2	178	6	246	17	1,161
Total.....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,015
	1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec.....	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario.....	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia...	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba.....	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total.....	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440
	1884.		1885.		1886.		1887.		1888.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia...	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,873	2,851	485,709
Quebec.....	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario.....	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island...	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba.....	55	5,722	63	5,439	65	5,573	71	5,871	69	5,744
Total.....	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642
	1889.		1890		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia...	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec.....	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario.....	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba.....	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total.....	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

## SESSIONAL PAPER No. 23

COMPARATIVE STATEMENT showing the number of Vessels and number of tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia....	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec .....	1,427	160,590	1,454	158,776	1,469	158,649	1,480	158,077	1,378	144,447
Ontario .....	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island. . .	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia . .	336	26,455	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba .....	98	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Total .....	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.		1902.		1903.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	920	86,288	927	78,708	915	75,293	917	64,605	929	59,508
Nova Scotia....	2,121	243,457	2,121	226,817	1,980	214,560	2,037	212,967	2,069	216,053
Quebec .....	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660	1,288	138,570
Ontario .....	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449	1,778	169,086
P. E. Island. . .	171	14,660	176	14,251	180	14,729	156	13,464	161	13,739
B. Columbia . .	488	44,415	515	51,095	676	62,102	594	58,292	639	76,215
Manitoba .....	126	9,108	128	7,147	130	7,445	139	7,536	139	7,695
Yukon District	9	1,604	11	2,268	11	2,463	16	2,640	14	2,281
Total .....	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613	7,020	683,147

	1904.	
	Vessels.	Tons.
New Brunswick .....	933	54,855
Nova Scotia .....	2,066	211,972
Quebec .....	1,287	140,339
Ontario .....	1,886	176,430
P. E. Island. ....	161	12,200
B. Columbia .....	666	77,105
Manitoba .....	141	7,765
Yukon District .....	12	2,172
Total .....	7,152	682,838



4-5 EDWARD VII., A. 1905

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1904.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
PROVINCE OF NOVA SCOTIA.			PROVINCE OF ONTARIO.		
Amherst.....	Nil.	Nil.	Amherstburg .....	Nil.	Nil.
Annapolis Royal.....	2	645	Belleville.....	Nil.	Nil.
Arichat.....	11	208	Bowmanville.....	Nil.	Nil.
Barrington.....	10	211	Brockville.....	Nil.	Nil.
Canso.....	Nil.	Nil.	Chatham.....	Nil.	Nil.
Digby.....	5	104	Cobourg.....	Nil.	Nil.
Guysboro'.....	Nil.	Nil.	Collingwood.....	6	230
Halifax.....	15	511	Cornwall.....	Nil.	Nil.
Liverpool.....	6	654	Deseronto.....	Nil.	Nil.
Lunenburg.....	16	1,259	Dunnville.....	Nil.	Nil.
Maitland.....	Nil.	Nil.	Fort William.....	Nil.	Nil.
Parrsboro'.....	1	100	Goderich.....	1	28
Pictou.....	3	332	Hamilton.....	Nil.	Nil.
Port Hawkesbury.....	1	14	Kingston.....	11	76
Port Medway.....	Nil.	Nil.	Lindsay.....	Nil.	Nil.
Shelburne.....	6	327	Midland.....	1	5
Sydney.....	3	161	Napanee.....	Nil.	Nil.
Truro.....	Nil.	Nil.	Oakville.....	Nil.	Nil.
Weymouth.....	4	576	Ottawa.....	30	1,844
Windsor.....	2	540	Owen Sound.....	2	18
Yarmouth.....	14	351	Peterborough.....	4	219
Total.....	99	5,993	Pictou.....	1	5
PROVINCE OF PRINCE EDWARD ISLAND.			Port Arthur.....	Nil.	Nil.
Charlottetown.....	2	185	Port Burwell.....	1	9
PROVINCE OF BRITISH COLUMBIA.			Port Dover.....	Nil.	Nil.
New Westminster.....	4	286	Port Hope.....	Nil.	Nil.
Vancouver.....	27	1,308	Port Stanley.....	Nil.	Nil.
Victoria.....	17	768	Prescott.....	Nil.	Nil.
Total.....	48	2,362	Rat Portage.....	23	545
PROVINCE OF MANITOBA.			Sarnia.....	1	33
Winnipeg.....	9	338	Southampton.....	Nil.	Nil.
YUKON DISTRICT.			Sault Ste. Marie.....	4	419
Dawson City.....	Nil.	Nil.	St. Catharines.....	Nil.	Nil.
			Simcoe.....	Nil.	Nil.
			Toronto.....	19	1,731
			Wallaceburg.....	1	5
			Whitby.....	Nil.	Nil.
			Windsor.....	Nil.	Nil.
			Total.....	105	5,167
			PROVINCE OF QUEBEC.		
			Anherst (Magdalen Is- lands).....	Nil.	Nil.
			Gaspé.....	Nil.	Nil.
			Montreal.....	6	2,607
			Paspebiac.....	Nil.	Nil.
			Quebec.....	14	596
			Sorel.....	Nil.	Nil.
			Total.....	20	3,203

## SESSIONAL PAPER No. 23

LIST of Ports at which Vessels may be Registered, showing the number of new Vessels built and registered, &c.—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
PROVINCE OF NEW BRUNSWICK.			SUMMARY.		
Chatham.....	11	156	New Brunswick.....	25	1,306
Dorchester.....	Nil.	Nil.	Nova Scotia.....	99	5,993
Moncton.....	Nil.	Nil.	Quebec.....	20	3,203
Richibucto.....	Nil.	Nil.	Ontario.....	105	5,167
Sackville.....	Nil.	Nil.	Prince Edward Island..	2	185
St. Andrews.....	9	145	British Columbia.....	48	2,362
St. John.....	5	1,005	Manitoba.....	9	338
Total.....	25	1,306	Yukon District.....	Nil.	Nil.
			Total.....	308	18,554



4-5 EDWARD VII., A. 1905

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion  
1904, both

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island.....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia.....	5	276			1	121	2	204	2	45
Manitoba.....							3	48	1	15
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels which left Quebec for registration in Germany.....	6	7,746			3	2,721	2	1,943	1	663
					1	480				
Total.....	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1886.		1887.		1888.		1889.		1890.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	34	4,931	18	2,909	32	2,530	50	4,792	35	5,572
Nova Scotia.....	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907
Quebec.....	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880
Ontario.....	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917
Prince Edward Island.....	12	1,318	7	601	12	1,412	12	1,503	12	2,008
British Columbia.....	8	154	9	376	18	448	12	840	15	876
Manitoba.....	3	98	8	439	1	11	8	548	7	218
Total.....	229	32,207	223	22,516	264	25,130	280	34,346	285	52,378

Provinces.	1898.		1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	31	790	31	798	22	762	25	1,141	23	1,055
Nova Scotia.....	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
Quebec.....	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
Ontario.....	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
Prince Edward Island.....	5	372	3	56	3	106	6	589	8	530
British Columbia.....	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
Manitoba.....	6	159	13	554	3	109	3	112	10	137
Yukon District.....					1	61	1	165	3	336
Total.....	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216





4-5 EDWARD VII., A. 1905

STATEMENT showing the Tonnage of each of the Maritime States of the World, compiled from the Répertoire Général for 1904-1905.

Nationality.	Steam- ers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Ton- nage.
British, including Canada and the Colonies .....	8,406	14,889,175	9,135,228	6,997	2,090,193	11,225,421
American .....	901	1,720,176	1,165,268	3,671	1,471,013	2,636,281
German .....	1,479	2,887,130	1,782,333	1,226	516,569	2,298,902
Norwegian .....	1,037	1,030,637	638,306	1,717	751,756	1,390,062
French .....	835	1,266,486	636,506	1,819	507,155	1,143,661
Italian .....	379	735,212	457,473	1,571	524,645	982,118
Canadian .....						
Russian .....	590	637,114	388,872	2,556	535,900	924,772
Spanish .....	456	713,775	453,678	546	87,359	541,037
Swedish .....	730	528,728	371,287	1,608	238,135	639,422
Dutch .....	392	631,600	378,863	679	90,963	469,826
Danish .....	408	511,310	310,761	969	128,595	439,356
Grecian .....	201	347,160	214,841	894	170,374	385,215
Japanese .....	556	645,978	403,043	1,596	184,865	587,908
Turkish .....	114	103,915	65,006	868	173,413	238,419
Austrian .....	266	555,482	345,684	106	19,676	365,360
Brazilian .....	202	136,214	86,419	347	76,312	162,731
Chilian .....	54	65,066	41,032	91	43,438	84,470
Belgian .....	126	154,093	101,880	11	2,138	104,018
Portuguese .....	40	48,180	30,328	273	56,565	86,893
Argentine .....	120	78,995	49,010	158	42,309	91,319
Hawaiian .....						
Peruvian .....	3	4,792	3,200	36	24,662	27,862
Chinese .....	43	56,476	36,088	8	925	37,013
Uruguay .....	32	26,822	16,826	76	32,053	48,879
Roumanian .....	26	25,193	14,408	21	3,765	18,173
Egyptian .....	15	11,274	6,679	8	1,576	8,255
Mexican .....	30	17,800	10,709	32	10,564	21,273
Nicaraguan .....	2	783	420	13	8,097	8,517
Guatemalan .....				10	2,503	2,503
Siamese .....	7	3,177	1,775	9	2,772	4,547
Venezuelan .....	8	3,718	1,936	21	3,134	5,070
Arabian .....				3	2,484	2,484
Haytian .....	5	1,790	908	10	1,736	2,644
Montenegrin .....				20	4,728	4,728
Colombian .....	1	881	457	5	1,385	1,842
Zanzibar .....	1	350	235			235
Persian .....	2	1,328	885	1	107	992
Bolivian .....				1	606	606
Bulgarian .....	4	5,134	3,042	2	256	3,298
San Domingo .....				9	1,334	1,334
Corean .....	4	2,602	1,978			1,978
Costa Rican .....	3	1,129	671	2	551	1,222
Sarawak .....	3	2,152	1,357	1	347	1,704
Liberian .....				3	916	916
Ecuador .....				1	257	257
Tunisian .....				3	565	565
San Salvador .....				3	514	514
Morocco .....						
Servian .....	1	264	102			102
Honduras .....	2	263	115	2	199	314
Cuban .....	43	41,581	26,869	124	12,260	39,129
Unknown .....	5	6,531	4,083	211	12,141	16,224
Oriental Republic .....						
Total .....	11,532	27,900,457	17,188,561	28,838	7,871,810	25,060,371

SESSIONAL PAPER No. 23

LIST of vessels whose names have been changed by Order in Council, under Section 21 of Chapter 72 of the Revised Statutes of Canada, during the year ended December 31, 1904.

Official Number.	Present Name of Vessel.	Port of Registry.	Former Name of Vessel.
77,915	Ahteek.....	Sault Ste. Marie .....	Albert Wright.
100,626	Angler.....	Port Dover.....	John A. Stabel.
.....	Belleville.....	Montreal.....	Spartan.
85,495	C. A. Boone.....	Toronto.....	Severn.
92,681	Cardinal.....	Prescott.....	Mayflower.
103,956	Champlain.....	St. John, N.B.....	Queen.
100,355	Chicoutimi.....	Montreal.....	Saguenay.
71,609	Cornwall.....	".....	Algerian.
109,682	Dack.....	Prescott.....	Dean.
88,376	Eva Marie.....	Victoria, B.C.....	Rainbow
112,080	Five Roses.....	Rat Portage, Ont.....	Edith.
116,399	James Reid.....	Sarnia.....	Protector.
88,616	LaHave Packet.....	Lunenburg.....	Za Za.
103,703	Mikado.....	Yarmouth.....	Westport.
100,660	Navajo.....	Kingston.....	King Ben.
.....	Picton.....	Montreal.....	Corsican.
107,900	Prescott.....	".....	Bohemian.
107,349	Prince Albert.....	Yarmouth.....	Messenger.
116,268	Rheata.....	Toronto.....	J. H. DeGraff.
.....	St. Irene.....	Montreal.....	Canada.
90,807	Shamrock.....	Vancouver, B.C.....	Mamie.
51,689	Skylark.....	Toronto.....	Sylvester Kneeland.
112,267	Tadousac.....	Montreal.....	Virginia.
75,538	Varenes.....	".....	Cultivateur.

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, 1905.

F. GOURDEAU,  
*Deputy Minister of Marine and Fisheries.*



APPENDIX No. 2.

TORONTO HARBOUR COMMISSIONERS' REPORT FOR THE YEAR  
ENDING 31st DECEMBER, 1904.

GENERAL BALANCE SHEET.

Wharf Property.....	\$43,073 72	Balance to Credit of Profit and Loss..	\$60,542 53
Office Furniture.....	607 88		
Can. Per. Mort. Bonds.....	14,000 00		
Cash in Bank of Toronto.....	2,855 79		
Cash in Hand.....	5 14		
	\$60,542 53		\$60,542 53

We have examined the books and vouchers and have compared the balance sheet with the said books and vouchers, and we certify the same to be correct and to represent a true statement of the affairs of the Trust at this date, 31st December, 1904.  
Adopted and ordered to be printed by Board.

J. T. MATHEWS,  
*Chairman.*  
JOHN H. G. HAGARTY,  
F. S. SPENCE,  
J. H. MCGHIE,  
DANIEL CHISHOLM,

S. BRUCE HARMAN,  
SYDNEY H. JONES,  
*Auditors.*  
*Commissioners.*  
COLIN W. POSTLETHWAITE,  
*Harbour Master.*

PROFIT AND LOSS.

Dr.			Cr.
Solicitor's Account.....	\$ 110 96	Balance from Ledger.....	\$55,645 18
Tidy & Son, wreath.....	10 00	C. P. Railway Co.....	4,000 00
Verral & Co., cab fare.....	2 75	Harbour Dues.....	6,756 69
Written off Furniture Account.....	60 00	Interest on Bonds.....	557 20
Charges.....	500 00	Rent, Boathouse Sites.....	5 00
Salaries.....	2,000 00		
Lights, Buoys and Beacons.....	167 26		
General Repairs.....	31 30		
Printing and Stationery.....	45 50		
Dredging.....	2,909 34		
Office Expense and Rent.....	549 78		
Interest on Over-draft.....	34 65		
Balance to Credit Profit and Loss.....	60,542 53		
	\$66,964 07		\$66,964 07

Examined and found correct,  
Toronto, Jan. 3rd, 1905.  
S. BRUCE HARMAN,  
SYDNEY H. JONES,  
*Auditors.*

## SESSIONAL PAPER No. 23

## RECEIPTS AND EXPENSES.

RECEIPTS.		EXPENDITURE.	
Cash in Bank, January, 1904.....		Overdraft, Jan. 1904.....	\$ 2,098 36
Cash in Hand, January, 1904.....	\$ 9 94	Insurance on Q. Wharf.....	8 60
Suit with Sand and Dredging.....	247 54	Solicitor's Fees.....	110 96
City of Toronto Account, Dredging...	1,009 06	Funeral Expenses.....	12 75
Refund of Insurance.....	8 60	Commissioners' Fees, &c.....	500 00
C. P. Railway Rentals.....	4,000 00	Office Furniture.....	8 00
Polson Iron Works Account, Dredging	73 96	Salaries for Year.....	2,000 00
Rent, Boathouse sites at Don.....	5 00	Lights, Buoys and Beacons.....	267 26
City Waterworks.....	100 00	General Repairs.....	31 30
Interest on Deposits.....	11 90	Printing and Stationery.....	45 50
Harbour Dues for Year.....	6,756 69	Dredging.....	4,239 90
Interest on Debentures.....	557 20	Office Expenses and Rent.....	549 78
		Interest on Overdraft.....	46 55
		Cash in Bank of Toronto.....	2,855 79
		Cash on Hand.....	5 14
	\$12,779 89		\$12,779 89

Examined and found correct.

S. BRUCE HARMAN,  
SYDNEY H. JONES,

Toronto, Jan. 3rd, 1905.

*Auditors.*

## COMPARATIVE STATEMENT.

Goods arrived at the port of Toronto by vessel for years 1903-4.

DESCRIPTION OF GOODS.	1903.	1904.
General Merchandise.....tons	29,800	31,603
Coal, Hard and Soft....."	171,787	171,503
Wood.....cords	67	
Lake Stone.....toise	3,095	3,258
Ice.....tons	13,595	5,264
Fruit in Packages.....brls	769	5,065
".....crates	9,353	23,567
".....baskets	445,029	350,498
".....bags	224	986
Paving and Fire Bricks.....	129,000	130,000
Shingles.....bundles	641,000	
Grain.....bushels		3,500
Horses and Carriages, &c.....	156	105
Coal Oil in Bulk.....brls	18,626	10,141



## FIFTY-FOURTH ANNUAL REPORT.

*To the Commissioners of the Harbour of Toronto.*

GENTLEMEN,—I have the honour to submit my report for the year 1904.

The harbour was clear of ice on April 22nd, having been frozen for 130 days ; this is the longest period of which I have any record, the winter being exceptionally long and severe. Solid ice formed again on December 11th, three days earlier than last year.

The first vessel to arrive was the schooner *Madeline*, Captain George Atkinson, on April 22nd, with a load of stone, he was given the historical hat. The last vessel to arrive was the schooner *H. M. Ballou*, Captain Alfred Thomas, also loaded with stone, on December 8th.

The number of vessels arriving at this port during the season was 3,398, being 234 more than for last year, while their registered tonnage shows an increase of 247,170 tons.

	1903.	1904.	Increase.	Decrease.	1903.	1904.
Propellers, loaded.....	469	446	..	3	149,320	199,976
“ light.....	74	95	1	..		
Steamers, loaded.....	1,988	2,349	361	..	955,333	1,153,403
“ light.....	2	4	2	..		
Sailing, loaded.....	622	493	..	129	60,636	59,080
“ light.....	9	11	2	..		
	3,164	3,398	366	132	1,165,289	1,412,459

The year was commenced with a deficit of \$2,098.36, for which an over-draft was secured from the Bank of Toronto, this deficit being occasioned by heavy repairs at the Queen's wharf during the previous summer.

The total cash receipts from all sources for the current year amount to \$12,799.89. The total expenditure for same period is \$9,918.96, leaving a cash balance of \$2,860.93.

Coal receipts for the year are as follows, viz. : anthracite coal, 133,423 tons ; bituminous coal, 38,080 tons ; in all 171,503 tons, being 284 tons less than for last year.

The total quantity of coal imported into Toronto for the year by rail and vessel, as per returns from the Government, is as follows, viz. : anthracite, 565,136 tons, bituminous, 695,323 tons, in all 1,260,459 tons, being 162,808 tons more than in 1903.

High water in the lake this year caused a saving in the amount of dredging required, the cost of which was \$4,239.90, or \$2,212.84 less than for last year.

The fruit crop was a disappointment ; the number of packages was 380,250, being 75,259 less than for 1903 ; the harbour dues thereon showing a corresponding decrease of \$70.81.

The Dominion Government Transportation Committee met in this city during the summer, and reports and statements from this office were submitted. The river Don continues industriously to deposit material in the waters of the bay, and from recent soundings taken by the city engineer, it appears that in some parts of the eastern portion of the harbour there is less than two feet of water, altogether attributable to deposits from the Don. Application has been made to the Dominion Government for the diversion of this river, but it has been urged that this is a local matter and that the Don is not a navigable stream within the meaning of the Act. If this be so, I think the time has come for joint action on the part of the Harbour Commissioners and the City Council, towards diverting this stream, and I would venture to recommend that opinions with respect to the feasibility of this undertaking be obtained from the solicitors of the respective corporations. There are no engineering difficulties ; are there any legal ones ?

## SESSIONAL PAPER No. 23

The highest water for the year was  $36\frac{1}{2}$  inches above zero, on the 12th of July; the lowest water was  $8\frac{1}{2}$  inches below zero on the 24th of January. The lake level has been fairly high all the season; the average for the year being 18 inches above zero, or 9 inches above the average of last year. The highest point touched,  $36\frac{1}{2}$  above zero, is the highest point recorded since 1890, when 37 inches above zero was reached on June 2nd.

The lamps at the Queen's wharf were lighted for the first time on April 13th, and they were discontinued on December 12th.

The harbour buoys were placed out on April 13th, and were taken up on November 28th. The spar buoys in the bay being allowed to remain until December 10th for the convenience of late arrivals.

There are 72 vessels wintering in the harbour, viz., 10 passenger steamers, 7 freight propellers, 13 schooners, 9 steam launches, 9 steam ferries, 4 steam tugs, 16 pleasure yachts and 4 dredges, in all representing about 11,919 tons register.

The steam fog-horn at the western end of the island was sounded on 45 days, viz., in April 5 times, in May 12 times, in June 13 times, in July 5 times, in August twice, in September 3 times, in October 3 times, and in November twice.

A syren has been erected at the eastern entrance, but I believe it has not yet been handed over to the Government.

The Government Engineer of the Public Works of Canada, Major Henry A. Gray, in charge of harbours and rivers, Ontario, reports as follows:—

'The sand bar, 500 feet south of eastern entrance piers, mentioned in last year's report, has increased during the past year, extending slightly more to the west, so that, except for high water prevailing during the past season, it would have been troublesome.

There was 14 feet navigation over the whole of the bar, except late in the fall, when, owing to the fall of water level, only a portion was available.

One thousand feet of sheet piling was constructed on channel side of East pier, northward from Lighthouse crib, protecting cribs which had been undermined.

The superstructure of East pier over above area of one thousand feet was rebuilt from low water level.

All of the above work was completed by middle of November.

The best depth of water in channel is in center.

Mr. A. B. Lee, who had represented the Dominion Government on the Harbour Trust since 1881, and who had been chairman of the Board of Harbour Commissioners for 22 consecutive years, died on June 22nd, this year. An emergent meeting of the board was called for June 25th, to enable the commissioners to attend the funeral in a body.

Mr. Alderman F. S. Spence was appointed Government representative in place of the late Mr. Lee, and at a meeting of the board held on Aug. 4th, Mr. James T. Mathews was elected chairman.

The precipitation for the year, as per information furnished by Mr. R. F. Stupart, Director of the Meteorological Observatory in Toronto, is as follows, viz.: Rain, 30.040 inches; snow, reduced to water, 5.650 inches; in all 35.690 inches or 5 inches above the precipitation for 1903.

I am, gentlemen,  
Your obedient servant,

COLIN WM. POSTLETHWAITE,  
*Harbour Master.*



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## TORONTO HARBOUR WORKS,

TORONTO, January 4, 1905.

SIR,—I have the honour to report that the following quantities of dredging were done at the wharfs and slips during last season by Mr. Frank Simpson, at  $23\frac{1}{2}$  cents per cubic yard.

The material dredged was dumped in the lake  $8\frac{1}{10}$  miles distant, due south from the lighthouse at the eastern entrance channel, as required by the Board of Health, with the exception of the dredging done at the western slip of Polson's Iron Works; as this material was not affected by sewage, it was dumped at the water lots of the Grand Trunk Railway, near the Queen's Wharf.

Princess Street entrance .....	5,822 cubic yards.
E. Rogers & Co.'s Wharf.....	6,414 "
Medlar & Arnot's Wharf.....	1,107 "
Polson's Iron Works.....	2,565 "
	<hr/>
	15,908

The check clerk took soundings at the several wharfs where dredging is generally done during each season, but owing to the high water in the lake, 30 inches above zero when the soundings were taken, dredging was not required except at Polson's Iron Works.

Deputy Harbour Master also took soundings at Queen's Wharf channel early in June, but owing to the high water in the lake, as above mentioned, dredging was not considered to be necessary, and there was no impediment to vessels entering or leaving the harbour.

I remain,

Your obedient servant,

JAS. T. MATHEWS, Esq.,

Chairman Toronto Harbour Commissioners.

(Signed) KIVAS TULEY,

Engineer.

## COMPARATIVE STATEMENT of receipts and expenditure for years 1902, 1903 and 1904.

RECEIPTS.				EXPENDITURE.			
	1902.	1903.	1904.		1902.	1903.	1904.
C. P. Railway....	\$4,000 00	\$4,000 00	\$4,000 00	Charges Comm's & auditors' fees for year.....	\$ 300 00	\$1,009 00	\$ 500 00
Harbour dues ....	5,868 72	6,791 42	6,756 69	Fire insurance.....		17 50	8 60
Interest on bonds..	433 72	557 20	557 20	Salaries for year..	2,000 00	2,000 00	2,000 00
Interest on deposit	91 90	43 15		Lights, buoys and beacons..	135 55	203 00	267 26
Water Works Department. ....	66 67	66 67	100 00	General repairs.....	600 00	6,345 86	31 30
Rent of boat house sites at Don.....	4 00	4 30	5 00	Printing and Stationery.....	35 85	54 81	45 50
				Dredging.....	4,243 08	6,452 74	4,289 90
				Office expenses and rent.....	578 87	575 32	549 78
				Furniture account .	62 97	125 00	8 00
	<hr/>	<hr/>	<hr/>		<hr/>	<hr/>	<hr/>
	\$9,865 01	\$11,462 44	\$11,418 89		\$8,004 32	\$16,774 23	\$7,650 334

## APPENDIX No. 3.

### REPORT OF THE QUEBEC HARBOUR COMMISSIONERS, FOR THE YEAR ENDING DECEMBER 31, 1904.

QUEBEC, January 2, 1905.

To the Honourable  
RAYMOND PRÉFONTAINE,  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—In compliance with the requirements of the Quebec Harbour Commissioners' Act, 1899, I have the honour, to report as follows on the doings of the Quebec Harbour Commissioners for the year 1904.

#### CHIEF ENGINEER'S REPORT.

The annexed report (marked "A") from the chief engineer, Mr. St. Geo. Boswell, conveys information in regard to all matters coming under his care in connection with the commissioners' properties, and the various additions and reparations made to them during the course of the year.

#### WHARFINGER'S REPORT.

The annexed report (marked "B") from the wharfinger, Mr. P. Flynn, gives the usual information regarding the traffic of the Louise Docks during the year 1904.

#### HARBOUR MASTER'S REPORT.

The annexed report (marked "C") from the harbour master, Mr. J. C. Sullivan, gives information in regard to the opening and closing of navigation in the harbour, formation of ice, &c.

#### PREMISES LEASED.

Renewals of their leases for one year have been given to the following tenants: Edmond Conway, Joseph Lapointe, A. E. Clint, Dussault & Lemieux, Mathieu & Glode, Joseph Gingras, Thos. Davidson & Co., E. M. Lennon & Co., Whitehead & Turner, A. R. Pruneau & Co., J. S. Thom, W. H. Crawford & Co., Quebec Coal Co., and Canadian Import Co.

The Grand Trunk Railway Company, whose lease of the Grand Trunk and Wellington Wharfs expired on the 30th of April last, have re-leased those properties for a term of five years.

#### DETENTION HOUSE.

The detention house for the reception of trachoma patients, mentioned in the report of 1903, and which it was proposed to erect on the Louise Embankment, and to which erection the commissioners took strong objection, has been, they are pleased to say, located at Savard Park, a much more suitable place for a building of this kind.



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## VISIT TO OTTAWA.

On the 7th of March, the chairman, Mr. J. B. Laliberté, accompanied by the chief engineer, had interviews with the Honourables the Premier and the Minister of Marine and Fisheries to urge upon the part of the commissioners, the importance of making provision for the further extension of the breakwater, and the pushing forward of this work with all possible dispatch.

The commissioners are pleased to note that their recommendations have been acceded to, a further contract having been given, and that the work in question is making good progress.

## ELECTION BY SHIPPING INTEREST AND BOARDS OF TRADE.

At the meeting held on the 1st of August, a letter was received from the Secretary of the Board of Trade, Quebec, notifying that Mr. Geo. Tanguay, M.P.P., had been re-elected as that board's representative on the commission for the ensuing term of three years, and at the meeting of the 8th August, notifications of the re-election of Mr. Et. Dussault as the representative of the Board of Trade, Lévis, and of the elections of Messrs. Felix Carbray and William M. Dobell, as representatives of the Shipping Interest, were received.

In connection with the retirement of the Honourable John Sharples, who had served for many years on the commission as one of the representatives of the Shipping Interest, the board at their meeting of the 8th August unanimously passed the following resolution.

*Resolved*, that in acknowledging the reception of the letter of the Honourable John Sharples, announcing his retirement from the board, the secretary be instructed to convey to Mr. Sharples their deep regret to learn of his retirement, their appreciation of the very valuable services he has rendered to the commission and to the Shipping Interest of the port, of whom he was so many years one of the distinguished representatives on this board.

The commissioners will ever retain a kindly remembrance of their pleasant relations, with Mr. Sharples. They wish him still many years to enjoy health, prosperity, and every blessing.

## REPAIRS TO PROPERTIES.

Careful attention has been paid during the year to the various properties, to maintain and bring them up to a first class condition.

Details will be found in the chief engineer's report.

## VISIT OF THE ROYAL TRANSPORTATION COMMISSION.

At a special meeting held on the 10th of June, the commissioners had the pleasure of an interview with the Royal Transportation Commission, and on the part of the board, the chairman Mr. J. B. Laliberté, tendered to the members of this important commission, Messrs. Bertram, Reford and Fry, a hearty welcome, and submitted the following memorandum from the commissioners as to the requirements of the harbour of Quebec.

## MEMORANDUM OF REQUIRED HARBOUR IMPROVEMENTS AT QUEBEC.

*First*.—The extension of the breakwater in a northerly direction for a distance of 1,460 feet and providing in connection with this extension sufficient quay surface to permit of the erection of a suitable passenger landing shed, freight sheds and railway facilities substantially as indicated on plan No. 2, herewith submitted.

This extension is most urgently required, as at present there is only one berth for passenger steamships, the consequence has been that frequently owing to the berth being occupied by a preceding vessel, passenger steamships have had to wait in the stream for a very considerable time before being berthed.

SESSIONAL PAPER No. 23

*Second.*—To complete the dredging out of the wet dock and to construct a pier 600 feet long and 230 feet wide extending out into the basin from the embankment quay wall as shown on plan No. 2 outlined in red and marked "projected pier".

This work is required in order to furnish sufficient accommodation for the reception of coal cargoes, and to enable this business being confined to that part of the docks reserved for this purpose.

*Third.*—The construction of a quay wall on the south side of the wet dock as along the lines A B C D on the plan No. 2, whenever the properties on the south side of the wet dock can be obtained on reasonable terms.

This work would complete the wet dock, and place it completely under the control of the Harbour Commissioners.

*Fourth.*—To widen the breakwater on the dock side as shown on plan No. 2.

This would provide a deep water berth on the inside face of this pier and furnish additional quay surface.

*Fifth.*—To construct on the Point Lévis side of the harbour a deep water quay frontage 2,000 feet long, extending from the southern end of the present Intercolonial Railway Wharf up the river in the direction of the Grand Trunk Railway Wharf, and to erect in connection with this pier suitable cold storage and freight shed accommodation.

This work is required, as at present there is no accommodation for vessels, the consequence being that all produce from south shore points has to be sent to other ports for shipment.

*Sixth.*—In view of the fact that the railways using the bridge across the St. Lawrence will require shipping facilities along the river front, the commissioners have had shown on plan No. 1, a quay frontage extending from Victoria Cove down to the Point-à-Carcy Wharf.

EXPENDITURE ON CAPITAL ACCOUNT.

The expenditure on capital account has been \$27,223.66, nearly the whole of this amount \$27,154.98 was for various works connected with the St. Charles' Docks.

REVENUE AND EXPENDITURE.

The revenue of the commissioners for the year 1904 has been \$89,302.83, and the expenditure \$84,486.26 leaving a surplus of \$4,816.57 over working expenses and interest on preference bonds.

ACTING CHAIRMAN.

During the absence in Europe of the chairman, Mr. J. B. Laliberté, Mr. D. Arcand was the presiding officer, having been unanimously elected by the board as acting chairman.

ICE CUTTING.

During the winter of 1903-1904, 63,794 blocks of ice have been cut for local use.

Care has been taken that all this ice cut for domestic purposes is perfectly pure, and taken from localities in the harbour that have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department, in connection with the harbour, as also a complete statement of the commissioners' account for the year.

I have the honour to be, sir,  
Your most obedient servant,

JAS. WOODS,  
*Secretary-Treasurer.*



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(A.)

JAMES WOODS, Esq.,  
Secretary-Treasurer,  
Harbour Commission,  
Quebec.

HARBOUR ENGINEER'S OFFICE,  
QUEBEC, January 2, 1905.

SIR,—I have the honour to submit herewith the following with reference to the various works, in connection with the maintenance and improvement of the harbour of Quebec, executed by this department during the year 1904.

The work of renewing the river face of the breakwater, which was begun during the summer of 1903, was continued during the past season, until completed early in November last. This work consisted essentially in taking down and rebuilding the cribwork face of the wharf, where found to be defective; sheathing the whole of the river face, from low water up to the level of the coping, with eight inches in thickness of elm timber; repairing the surface planking, and filling in with dredge material, where required.

The accommodation for coal cargoes on the embankment having become insufficient for the requirements, an additional length of 500 feet of platform has been laid down, extending from the eastern end of the previously existing platform, in the direction of the cross wall; in connection with this work, 100 feet of railway track were removed, and 1,300 feet of new track laid down along the inside face of the new coal platform.

The repairs to the cross wall bridge tracks, referred to in last year's annual report, have been completed and have proved to be satisfactory; new cast steel main wheels have been substituted for the cast iron bridge wheels formerly in use, and an auxiliary engine, for operating the bridge in case of a break down of the main engine, has been installed.

The bridge engine boiler has also been extensively repaired, and is now in good condition.

The Nova Scotia Steel & Coal Company having taken up their site to the north of the Carriage roadway, it became necessary to remove Messrs. Madden & Son's weigh house, this has been done, the weigh house having been placed on the site south of the roadway.

The Nova Scotia Steel & Coal Co., have erected a car weighing scale on the site allotted to them for the purpose, in connection with their coal discharging plant, and a railway track has been laid down to this scale, and along the inshore side of their coal platform, by the commission.

The planked roadway leading from the embankment to Ramsay street, has been repaired and replanked, where required; and some 450 cubic yards of broken stone used in repairs to embankment and cross wall roadways.

The railway lines have been maintained in good condition, 100 switch timbers and 1,700 ties having been renewed.

Ten W. iron mooring rings have been placed in the northern cribwork, and one C. iron mooring post in the breakwater, to replace wooden mooring posts.

The roofs of sheds Nos. 13, 14 and 18 have been painted, and minor repairs made to all the landing sheds, when needed.

The commissioners' dredge was placed in Russell's dock on the opening of navigation; and was there scraped and painted, and put in good condition for the season's work. During the past season, this dredge removed about 20,000 cubic yards of silt from the Tidal basin, and worked for 17 days at Indian Cove removing boulders, &c.

The Government Dredge No. 6 has been employed in the wet dock, removing the bank remaining between the commissioners' line and the wet dock quay wall, and has now completed this work, having removed during the past season some 25,000 cubic yards of sand. The materials removed by the dredges, have been deposited in the new work forming the northern extension of the breakwater now under construction.

SESSIONAL PAPER No. 23

Floating fenders have been placed on the river front of the old Point-à-Carey wharf, to protect vessels berthed at the new extension, and overlapping the old face from contact with this part of the wharf.

The floor of the cold store engine room has been taken up and relaid, and foundations placed for the electric power current transformers. Some of the posts in shed No. 19, which had settled down, have been raised up to the proper level, and other small repairs have been made to this and No. 21 shed.

The roof of store No. 7 has been resheathed, and the vacant space beneath the floor of store No. 8 has been filled in.

The surface planking of the various wharfs has been renewed where required, and the various properties of the commission kept in good condition.

The Cross Wall draw bridge was operated, for the first time the past season, on April 22, and the last time on December 4. The water was retained in the wet dock, for the first time on May 7, and for the last time on November 26, on which date the gates were allowed to remain open, and were secured for the winter.

I have the honour to be, sir,  
Your obedient servant,

ST. GEO. BOSWELL,  
*Chief Engineer.*

(B.)

QUEBEC, January 2, 1905.

JAMES WOODS, Esq.,  
Secretary-Treasurer,  
Harbour Commission,  
Quebec.

SIR,—I have the honour to submit the following report with reference to the harbour of Quebec for 1904.

Local navigation from the Lower St. Lawrence was opened on March 31 by the arrival in the harbour of ss. *Orion* under steam and the bateau schooner *Caron*.

The ice in the tidal basin broke up on April 4.

Schooner *Providence* arrived from Lower St. Lawrence on April 6.

SS. *King Edward* with passengers, mail, and a full cargo for the Gulf St. Lawrence left Louise Basin on April 9.

Bateau schooner *Caron* left for the Lower St. Lawrence on April 8, with general cargo under sail.

The ice in the wet dock broke up on April 9.

First outward steamer for sea ss. *Restigouche* left port on April 17.

Navigation to all parts of the Lower St. Lawrence was general on April 18.

The ice in St. Charles river and north shore channel broke up on April 13.

The first cargo steamer from sea ss. *Britannic* with coal cargo arrived in the harbour on April 24.

The ice from Cap Rouge passed down on April 27.

The first ocean passenger steamer ss. *Lake Champlain* from sea arrived in the harbour on April 30.

The first royal mail steamer ss. *Ionian* (Allan) arrived in the harbour with passengers and general cargo on May 3.

The first Richelieu & Ontario Navigation Company steamer ss. *Quebec* arrived from Montreal on May 3.



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The first Richelieu & Ontario Navigation Company steamer ss. *Quebec* left for Montreal on May 3.

All pontoons were placed in position on May 2.

The first Richelieu and Ontario Navigation Company steamer ss. *Virginia* left the harbour for Saguenay with passengers, &c., on May 4.

The first royal mail and passenger steamer ss. *Ionian* with passengers and mails, left the harbour for sea on May 7.

The ss. *Lake Champlain* passenger and freight steamer left the harbour for sea on May 9.

No ballast was discharged into the harbour during the past season.

H.M.S. *Ariadne*, *Retribution* and *Tribune* arrived and anchored in the harbour on August 23.

These docks and wharfs have accommodated a large number of propellers, steam schooners and barges, passengers, boats, &c.

In addition to the routine work of the harbour and office, three hundred and eighty ocean sea going steamers and sea going vessels have been berthed in the Louise docks, breakwater and Point-à-Carey wharfs.

The limits of the clear water space opposite the city, are indicated at night by red lights, and in day time by sign boards on both sides of the river.

The last ocean passenger steamer and royal mail ss. *Ionian* (Allan) with mails and passengers left the harbour on November 18.

The last ocean passenger steamer ss. *Pretorian* (Allan) with passengers and freight left the harbour on November 23, for sea.

Last Richelieu & Ontario Navigation Company steamer from Saguenay ss. *Virginia* arrived in the harbour on November 6.

Last Richelieu & Ontario Navigation Company ss. *Montreal*, for Montreal, left the harbour on November 26.

All pontoons were placed in winter quarters on November 27.

The last cargo boat (coal) ss. *St. Helen* arrived in the harbour on December 7.

SS. *Restigouche* arrived in the harbour coal laden on December 7.

The last ocean steamer ss. *St. Helen* left the harbour for sea on December 8.

The *Restigouche* went into winter quarters on December 10, in the tidal basin.

The ice in the wet dock formed on December 2.

The ice in the tidal basin formed on December 5.

The ice in the St. Charles river and north channel connecting the island of Orleans with the main land formed on December 9.

Notices have been posted in suitable localities, warning parties from discharging rubbish of any kind in the harbour, docks, &c., and every precaution is being taken to prevent any violation of the regulations of the commissioners in that respect.

I have the honour to be, sir,

Your obedient servant,

J. C. SULLIVAN,  
Harbour Master.

QUEBEC, January 2, 1905.

JAMES WOODS, Esq.,  
Secretary Treasurer,  
Harbour Commission,  
Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the St. Charles docks and wharfs, showing the number of vessels, their registered tonnage amount and description of cargo landed and shipped from these docks during the season 1904 :—

SESSIONAL PAPER No. 23

*Inwards.*

227 vessels 724,140 tons register.  
12,557 tons of general cargo.  
3,032 tons of cement.  
4,973 tons of salt.  
133,416 tons of butuminous coal.  
700 tons of steel rails.  
3,161 tons of molasses.

*Outwards.*

96 vessels 319,194 tons register.  
5,373 tons of general cargo.  
9,274 tons of pulp (74,192 bales).  
100 heads of cattle.  
20,575 P.S. of lumber.

ANTHRACITE COAL TRAFFIC.

129 barges 14,179 tons register landed 34,975 tons coal.

LOWER PORT STEAMERS.

76 vessels 18,993 tons register.  
Landed 642 tons of general cargo.  
Shipped 1,862 tons of general cargo.  
Shipped 2,090 tons of coal.  
3 barges of 2,435 tons register landed 4,500 tons steel rails.  
89 schooners of 4,895 tons register landed 104,334 railroad ties.  
17 barges of 5,950 tons register shipped 7,560 cords pulp wood.  
11 barges of 4,162 tons register landed 299,290 bushels 513 tons grain.

VESSELS IN DISTRESS USING THE DOCKS.

One sailing vessel having been damaged by ss. *Truma* off St. John Island, came to Pointe-à-Carcy to be surveyed, went over to the Geo. Davie dock where she was repaired and then proceeded to Miramichi.

During the past season the different ocean mail steamers landed 61,000 passengers at the immigration station, Louise docks, who were forwarded to their future homes by the different railway companies.

No record has been kept of cabin passengers.

There are wintering on the Louise docks 12,000 Quebec standard of lumber, besides coal, railway ties, timber &c., &c.

During the past season spaces were rented at a small rate for storage off coal landed and removed from water front.

The surface traffic has required the employment of 5,491 cars.

There are stored in the different freight sheds, salt, cement, &c., &c., which the owners are obliged to remove before the opening of navigation and temporary storage was given during the summer for :

9,050 tons cement.  
21,086 tons coal.  
3,557 tons salt.  
2,499 tons steel rails.  
4,222 tons pulp.  
1,236 squares lumber.

Nova Scotia Steel & Coal Co.

Coal stored on space rented 6,500 tons.

Dominion Coal Co.

Coal stored on space rented 5,700 tons.



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The docks are occupied during the winter season by a large number of vessels of various tonnages, where they find safe quarters until the opening of navigation.

I have the honour to be, sir,  
Your most obedient servant,

P. FLYNN,  
*Wharfinger.*

### QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commissioners for the years 1903 and 1904.

	1903.	1904.	Difference in 1904.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage dues.....	9,239 56	8,227 06	1,012 50	Decrease.
Import dues.....	5,157 60	5,372 38	214 78	Increase.
Export dues.....	6,818 92	2,797 78	4,021 14	Decrease.
Harbour dues.....	2,140 62	2,236 42	95 80	Increase.
Earnings of docks, wharfs and stores.....	67,021 08	63,047 11	3,973 97	Decrease.
Cold storage.....	7,685 58	5,402 03	2,283 55	"
Beach and deep water lots.....	1,135 40	1,151 24	15 84	Increase.
Interest.....	1,643 25	1,025 81	617 44	Decrease.
Sundries.....	14 00	43 00	29 00	Increase.
	100,856 01	89,302 83	11,553 18	Decrease.

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1905.





## QUEBEC, DECEMBER 31, 1904.

## STATEMENT of Assets and Liabilities, per Balance Sheet of Date.

1904.	ASSETS.	\$ cts.	1904.	LIABILITIES.	\$ cts.	\$ cts.
Dec. 31.	Real Estate—		Dec. 31.	Quebec Harbour debentures . . . . .	3,612,802 42	
	St. Charles docks and wharfs. . . . .	4,094,146 39		First preference bonds. . . . .	350,000 00	
	East India wharf . . . . .	48,896 64		Interest to January 1, on \$150,000 of pre-	3,000 00	
	Wellington " . . . . .	86,541 85		ference bonds. . . . .		
	Grand Trunk " . . . . .	15,740 32		Receiver General of Canada . . . . .	43,380 00	
	Atkinsons " . . . . .	51,103 20		Shareholders of Quebec—	20,000 00	
	Reynars " . . . . .	9,918 29		Cold Storage Warehouse Co. . . . .		4,029,182 42
	Cold storage plant, &c. . . . .	4,306,346 69				
	Commissioners dredge. . . . .	23,315 47		Surplus, composed as follows—	54,523 73	
	Deck scow . . . . .	10,714 49		Beach and Deep Water Lots . . . . .	628,473 25	
	Pile driver. . . . .	2,830 38		Profit and loss. . . . .		682,996 98
	In re Beach and Deep Water Lots—	527 66				
	Capital at debit 'sundries' . . . . .	31,978 26				
	Arrears of interest to June 24. . . . .	7,282 01				
	" " Dec. 24. . . . .	797 68				
	Rents, Wharfage, &c.—	40,067 95				
	Due by sundries as per balance sheet. . . . .	20,059 61				
	Rentals for November and December. . . . .	2,047 38				
	Cold storage accounts . . . . .	22,106 99				
	Cash—	3,052 13				
	On hand. . . . .					
	La Banque Nationale . . . . .	1,133 05				
		24,646 93				
	Dominion Government—					
	Unsettled claims. . . . .	25,779 98				
	Material on hand . . . . .	264,719 95				
	Office furniture . . . . .	1,042 54				
		3,782 12				

Tools.....	4,308 08		
Jackscrews.....	394 87		
Anchor.....	264 38		
Bills receivable . . . . .	925 72		
	4,712,179 40		4,712,179 40

JAS. WOODS,  
*Secretary-Treasurer.*

MEMO.—The arrears of interest on Government debentures are not included in this statement.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1905.

We hereby certify that we have examined the Statement of Assets and Liabilities of the Quebec Harbour Commissioners and we find same in all particulars the true position of the trust at that date.

L. A. BERGÉ IN,  
ALEX. J. MESSERVY.

The Chairman and Commissioners,  
Quebec Harbour Commission,  
Quebec.

We have audited the books and vouchers of the commission for the year ending December 31, 1904, and have to report everything was correct and in good order.

We tender our sincere thanks to the secretary-treasurer for the facilities afforded us in our audit and his kind attention to our wants during the discharge of our duties in connection with our annual work.

L. A. BERGEVIN, } *Auditors.*  
ALEX. J. MESSERVY, }

QUEBEC, February 13, 1905.





QUEBEC HARBOUR COMMISSION.

*Expenditure on Capital Account during the year 1904:—*

	\$	cts.
St. Charles docks and wharfs.....	27,154	98
Tools account.....	58	28
Cold storage warehouse.....	10	40
	<u>27,223</u>	<u>66</u>

JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1905.



## APPENDIX No. 4.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS  
FOR THE YEAR ENDING DECEMBER 31, 1904.

THREE RIVERS, MARCH 31, 1905.

To F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to transmit to-day the annual report of the Harbour Commissioners of Three Rivers for the year ending December 31, 1904, *i.e.*, a statement of the number and tonnage of vessels arrived and a summary review of the trade and commerce of the port during the same year.

I have the honour to be, sir,  
Yours respectfully,

GEORGE BALCER,  
*Secretary.*

## COMMISSIONERS :

Alex. Houliston, Esq., Chairman.	
Henry E. Hart, Esq.,	R. S. Cooke, Esq.,
N. Duplessis, Esq.	Thom. Malone, Esq.,
George Balcer, Secretary.	

As far as the shipping is concerned, the year 1904 was rather disappointing. Long before the opening of navigation the condition of this particular section of the trade, as well as of several important articles of export, foreshadowing a more or less serious depression—affected not only our Canadian ports, but the Atlantic ports of the United States as well.

Under these circumstances Three Rivers could not and did not make an exception. And we need not be surprised to find the number of steamers reduced from 106, with 252,000 tons, in 1903, to 75 and 167,000 tons, in 1904: a falling off of not less than 31 vessels with over 80,000 tons.

Yet, in face of this decline of nearly 30 per cent in our ocean tonnage, caused by the shrinkage in the export of lumber, our transactions in general, not only held their own, but actually exceeded the total of the preceding year. This may be accounted for by the stability of our imports, the increase in some lines of our staples and the introduction of others, but more particularly because, while the ocean traffic suffered a loss, our transactions with the United States—both in regard to the shipping and value of exports—increased, the first by 60 per cent, and the latter by 30 per cent.

Consequently, although disappointing in some respects, the result, on the whole, was fairly satisfactory.

And had it not been for the unfortunate delay in the construction of the new wharf in the western section of the harbour—in spite of all drawbacks not only would the result have been better, but the season of 1904 would have ranked in every detail of our maritime traffic, as the best on record. For nothing was easier than to make up the deficiency caused by the decline in one of our staples, by quite a number of articles of export and import which, for lack of sufficient wharf accommodation, we are yet prevented from receiving or directing from our port.

## SESSIONAL PAPER No. 23

The striking feature of last year's transactions was, as already indicated, the loss of 21 million feet in the export of lumber to Great Britain and other European markets, viz.: 33 million feet, at a rough value of \$550,000, as against 54 million and \$750,000 in 1903; a falling off of nearly 30 per cent in quantity and over \$200,000 in value; and gauged by the average cargo, a decrease of from 25 to 30 vessels.

The redeeming feature 'par contre' was the first regular export of live stock, i.e.—2,506 head of cattle and 1,000 sheep; fully covering, in value, the loss sustained on lumber, but failing to make up the difference in the tonnage, the same vessel transporting cattle also carrying the other freight.

A feature no less remarkable—but this merely to draw attention to the absurdity of the situation, in regard to direct communication and proper means of transport by rail between the city and leading manufacturing centres along the St. Maurice—is the export, *via* Three Rivers, of only 216 tons of pulp to Great Britain;—that is the 'enormous' proportion of not even 1 per cent of the output of our pulp and paper mills. And as for the rest of our manufactures and products, not a single specimen, as usual, did find its way out to a foreign market, through our port.

Surely, as long as such conditions are allowed to prevail, no matter what may be our resources and how great the advantages of our port, progress will not only continue slow, but we will succeed in furnishing the shipping world with the rather curious spectacle of being far better prepared for handling outside freight, and even the products of the United States and the far west, than the products of our own district.

We cannot lay too great stress upon a situation so detrimental to the community in general. The city and every one interested in the matter, as well as both the provincial and federal governments, whose duty it is to protect and help the growing industries of the country, should come to an understanding as to the speedy construction of a road—be it by steam or by electricity—on the right bank of the St. Maurice.

The imports by sea, as before alluded to, not only kept their own, but showed an increased interest by the arrival of nine cargoes of Scotch and English coal, for manufacturing purposes; with the usual proportion of pig iron and sulphur for foundries and paper mills; square timber for harbour construction and government booms; the regularly increasing supply of coal from the maritime provinces for the C.P.R. and minor trade and manufactures, &c., our ocean traffic, more than equalized itself in 1904.

Whereas the main foreign trade thus evidenced such unusual versatility—our transactions with the United States, growing daily firmer, made a most marvellous stride.

No less than 753 canal boats and steam barges arrived last season, against 468 the year before, and 681 in 1899, the best on record. Consequently the season 1904 exceeded by far the shipping interests of previous years.

The greater part of these boats carried pulp wood:—some 55,000 cords of the 82 or 83,000 shipped from the district; the balance, about 10 million feet lumber. A small proportion only arrived with cargoes:—anthracite coal for local consumption; iron ore and sand for forges and foundries.

But the freight carried by river craft represents, as we know, only the bulky part of the traffic, the better portion going by rail. The nomenclature of the articles shipped remains the same and varies only as to proportion. Last years exports to the United States, amounted—according to the consular reports, to \$1,154,298, as against \$811,941 in 1903:—A net gain of \$343,000. The imports, as per local custom returns being \$448,313 (out of a total entry of \$643,997 imports from all foreign countries) we have the very satisfactory amount of \$1,600,000, for direct transactions only with our neighbours. And if we now consider the combined transactions for both the port and district, the result obtained for direct as well as indirect traffic is undoubtedly far superior to any previous year.

In conclusion we may mention the visit to Three Rivers, early in the month of June last—of the 'Royal Commission on Transportation':—A body of leading commercial men of the Dominion, entrusted by the federal government, with the investigation of the condition of the trade, and the task to deliberate and devise as to the best means to develop and further the same, and so solve the great transportation problem now before the country.



4-5 EDWARD VII., A. 1905

Without entering into undue details, suffice it to know, that the honourable gentlemen—for the greater part complete strangers to the place—after most careful examination of all facts submitted, and personal investigation as to the existing conditions; after the inspection of the harbour and some of our leading industrial establishments—left Three Rivers, evidently taken by surprise at what they saw and what they heard, and fully convinced of the bright future in store, both for our port and for the entire section of the country.

We have every reason to believe that, notwithstanding the untimely demise of the lamented president of that honourable commission, Mr. Bertram, of Toronto, the result of their investigation cannot be but most effective for our place.

GEORGE BALCER,  
*Secretary.*

Three Rivers, March 15, 1905.

STATEMENT of Number and Tonnage of Steamers and Sailing Vessels entered inward and outward of the port and out-ports of Three Rivers, for the year 1904.

OCEAN TRAFFIC.

Returned of vessels inward.	No.	Tons.	Return of vessels outward.	No.	Tons.
Total arrivals.			Total departures.		
Steamers.....	75	167,700	Steamers.....	75	167,700

PORT OF THREE RIVERS.

Nationality.			Cleared for, via.		
British and Canadian.....	48	126,273	Inland ports.....	40	87,005
Swedish and Norwegian.....	19	14,156	British ports (direct).....	23	61,646
Russian.....	3	3,821			
Dutch.....	1	2,243			
Danish.....	1	2,159			
	63	148,651		63	148,651

LAKE ST. PETER: PIERREVILLE-LOUISEVILLE.

Russia.....	5	6,983	To Great Britain.....	6	9,197
Swed. and Norw.....	2	3,243	Spain.....	2	3,048
British.....	1	2,019			
	8	12,245		8	12,245

OUTPORT BATISCAN.

Swed. and Norw.....	2	3,057	To Great Britain.....		6,804
British.....	2	3,747			
	4	6,804		4	6,804

## SESSIONAL PAPER No. 23

STATEMENT of Number and Tonnage of Steamers and Sailing Vessels, &c.—*Concluded.*  
UNITED STATES TRAFFIC.

	Number.	Tonnage.
Port of Three Rivers, United States Canal boats. ....	673	66,335
Outports : " " Steam barges. ....	11	2,253
" " Barges. ....	69	6,555
	753	75,143

## INLAND TRAFFIC.

Bateaux not registered. ....	88	
Schooners and barges. ....	48	5,124
Tugs and steamboats. ....	140	20,304
Total. ....	276	25,428
(Exclusive of Richelieu and Ontario Navigation Co. Steamers, local craft and market boats.)		

## RECAPITULATION.

Ocean traffic. ....	75	167,700
United States traffic. ....	753	75,143
Local traffic. ....	276	25,428
Grand total. ....	1,104	268,341

## RECEIPTS and disbursements for the year 1904.

RECEIPTS.	DISBURSEMENTS.
COMMISSIONERS' OFFICE.	ADMINISTRATION.
Tonnage dues. .... \$ 355 79	Current Expenses. .... \$ 487 98
Harbour dues inward. 271 57	Salaries & commission 3,635 61
" " outwards 378 91	Rent. .... 200 00
Commutation. .... 776 91	Printing & stationery 146 87
Rent of wharf and moorage. .... 574 53	Legal expenses. .... 28 00
	-----\$4,498 46
-----\$2,357,30	DISBURSEMENT ON REVENUE.
CUSTOM HOUSE.	Engineer's office. .... \$ 126 50
Tonnage dues. .... \$3,523 25	Repairs and general harbour expenses. 1,525 31
Harbour dues inwards 4,600 86	Repairs Pannetons' wharf. .... 22 50
" " outwards 2,779 11	-----\$1,674 31
Moorage. .... 784 19	Interest on debentures \$8,126 25
-----\$11,687 41	Sinking fund. .... 1,625 00
Total collection. .... \$14,044 71	-----\$9,751 25
Proceeds from : Adjusted claims. .... 1,392 47	Total expenses on rev. .... \$15,924 02
Sale of debentures. .... \$11,000 00	DISBURSEMENT ON CAPITAL.
Interest on deposit. 33 09	Acquisition of Panneton's wharf. .... \$11,027 10
-----\$11,033 09	Stock of lumber. .... 1,392 47
Deposit in bank and cash, Jan. 1, 1904. \$10,933 92	Deposit in bank, Dec. 31, 1904. 9,060 60
-----\$37,404 19	-----\$37,404 19

GEORGE BALCER,  
*Secretary-Treasurer.*



## APPENDIX No. 5.

REPORT OF THE HARBOUR COMMISSIONERS OF PICTOU FOR THE  
YEAR ENDING DECEMBER 31, 1904.

Pictou, N. S., February 14, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose you Harbour Commissioners account and also copy of the Collector of Customs account of harbour dues collected for the port of Pictou.

Yours respectfully,

HENRY G. IVES,  
*Secretary.*

## STATEMENT of Harbour Dues account for the year ending December 31, 1904.

	RECEIPTS.	\$ cts.	\$ cts.
1903.			
Dec. 31.	Balance in Bank of Nova Scotia, Dec. 1903..... (As per last year's statement.)	\$125 00	
1904.	Amount collected at the port of Pictou for the year ending Dec. 31, 1904 .....	639 81	764 81
	DISBURSEMENTS.		
1904.	Paid salary of Harbour Master during the year ending Dec. 31, 1904.	300 00	
	Deposited to credit of Harbour Commissioners.....	339 81	
	Balance in Bank of Nova Scotia, Dec. 31, 1904.....	125 00	764 81

R. P. FRASER,  
*Collector of Customs.*

Pictou, N.S.

PICTOU, N.S., December 31, 1904.

The PICTOU HARBOUR COMMISSIONERS, in account with Henry G. Ives, Secretary.

1904.		Dr.	\$ cts.	\$ cts.
Feb.	22..	To E. M. MacDonald's account.....	31 14	
March	22..	Joseph Graham.....	25 00	
"	22..	Commissioners travelling expenses.....	15 00	
April	19..	Mell. McDonald, poles.....	4 40	
May	6..	Painting buoys.....	5 00	
"	16..	Putting out buoys.....	35 00	
"	17..	Bushing West River and clearing channel.....	13 00	
"	26..	Pumping out buoys.....	3 00	
"	30..	Ed. Cameron's account.....	4 35	
June	27..	R. McDonald, boat hire.....	5 00	
"	29..	Painting buoy.....	1 50	
July	2..	J. W. McLean, pumping buoy and bushing.....	3 00	
"	18..	SS. 'Arcadia,' shifting buoys.....	12 00	
"	20..	Wm. McLean, pumping buoy and bushing East River.....	4 00	
August	1..	Work at wharf.....	10 95	
"	6..	Bushing middle river.....	12 00	
Sept.	13..	Survey, estimates, public wharf.....	9 00	
"	27..	Raising and pumping East River buoy.....	8 00	
Nov.	4..	Bushing East River.....	20 00	
"	4..	Lumber New Glasgow wharf.....	3 30	
"	15..	Postages, telephones, &c.....	15 00	
Dec.	17..	Secretary's salary.....	100 00	
"	17..	SS. 'Arcadia' taking in buoys.....	30 00	
"	31..	Deposit receipt.....	2,971 44	
"	31..	" ".....	1,278 55	
"	31..	Balance Bank of Nova Scotia.....	615 01	5,234 64
1904.		Cr.		
Jan.	1..	By Balance.....	644 84	
Dec.	31..	Deposit receipt..... \$2,869 04		
		Interest..... 102 40		
"	31..	Deposit receipt..... \$1,234 52	2,971 44	
		44 03		
"	31..	Deposited by Collector of Customs.....	1,278 55	
			339 81	5,234 64
1905.				
Jan.	2..	By Balance in Bank of Nova Scotia.....	615 01	

HENRY G. IVES,  
Secretary.



## APPENDIX No. 6.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY  
FOR THE YEAR ENDING DECEMBER 31, 1904.

NORTH SYDNEY, C.B., February 16, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—The Harbour Commissioners for the port of North Sydney beg to hand you herewith a statement of receipts and expenditure for the year ended December 31, 1904. Have also inclosed a report of the vessels that arrived during the year, the coal shipments and iron ore importations.

The harbour was closed by gulf ice from February 3, until April 13, 1904.

Your obedient servant,

WM. HACKETT,  
*Secretary.*

## Coal shipments :

	Tons.
Dominion Coal Co., Ltd. ....	1,311,456
Nova Scotia Steel & Coal Co., Ltd. ....	275,000

## Iron ore importations :

Dominion Iron & Steel Co., Ltd., Wabana .....	219,828
Dominion Iron & Steel Co., Ltd., Spain. ....	24,959
Dominion Iron & Steel Co., Ltd., Lake Superior. ....	17,456
Dominion Iron & Steel Co., Ltd., Sweden. ....	24,849
Nova Scotia Steel & Coal Co., Wabana. ....	90,000

Number, tonnage and classification of vessels that arrived during the year ending December 31, 1904.

Navigated by 45,162 men.

	Number.	Tonnage.
Ocean steamers. ....	702	910,713
Coasting steamers. ....	110	52,113
Ships. ....	2	2,714
Barks. ....	4	3,719
Barkentines. ....	17	3,190
Brigantines. ....	21	3,716
Schooners. ....	1,301	91,109
	2,157	1,067,274

## SESSIONAL PAPER No. 23

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditure for the year ending,  
December 31, 1904.

1904.	Receipts.	\$ cts.	1904.	Expenditure.	\$ cts.
Jan. 1	Amount on hand .....	1,565 80	July 30	Paid labour, ballast ground.....	27 20
April 30	Received harbour dues.....	86 38	Aug. 6	" " " .....	56 00
May 30	" " .....	355 84	" 10	R. Musgrave, ironwork .....	41 47
July 2	" " .....	440 06	" 13	Labour, ballast wharf.....	64 00
Aug. 1	" " .....	292 85	" 20	Geo. McInnes, account logs..	100 00
Sept. 1	" " .....	358 55	" 20	Labour, ballast wharf.....	67 20
Oct. 1	" " .....	411 59	" 26	Rodk. McDonald, ironwork..	99 86
" 31	" " .....	434 86	" 27	Labour, ballast wharf.....	20 80
Dec. 31	" " .....	532 59	" 27	G. McInnis, acct. hardwood..	4 20
			Sept. 1	McInnis Bros., account logs..	38 10
			" 1	<i>Enterprise</i> , printing.....	2 50
			" 1	J. J. Hays, ballast.....	3 00
			" 6	Ron. Johnson, account logs..	23 64
			" 7	Schr. <i>Britannia</i> , ballast.....	3 75
			" 14	" <i>Nina Pearl</i> " .....	4 00
			" 14	" <i>Erminie</i> " .....	3 00
			" 14	" <i>Loua</i> " .....	6 00
			" 14	" <i>Minna Heakman</i> , ballast	5 00
			" 14	" <i>Venus</i> , ballast.....	1 50
			" 16	Angus McLean, account logs.	18 00
			" 17	N. McSween " .....	38 40
			" 17	Henry Ball " .....	12 50
			" 27	Schr. <i>Mignonette</i> , ballast....	3 50
			" 28	P. Nolan, account logs.....	35 04
			" 29	Schr. <i>Louis Girardin</i> , ballast.	3 60
			" 29	Labour, breakwater.....	21 67
			Oct. 1	Ron. Johnson, account logs...	14 00
			" 4	Schr. <i>Erminie</i> , acct. ballast...	5 25
			" 4	" <i>Britannia</i> " .....	3 75
			" 8	Labour, breakwater.....	116 50
			" 8	Schr. <i>Lief</i> , ballast.....	5 00
			" 15	Labour, breakwater.....	111 15
			" 19	Ron. Johnson, logs .....	31 60
			" 21	D. Ferguson, logs. ....	75 00
			" 21	Captain Sheppard, ballast...	8 00
			" 22	Labour, breakwater.....	128 10
			" 25	Schr. <i>Victoria</i> , ballast.....	4 50
			" 27	" <i>Mignonette</i> , ballast.....	6 00
			" 29	Labour, breakwater.....	124 10
			Nov. 2	D. Ferguson, balance logs....	33 99
			" 5	Labour, breakwater.....	104 10
			" 8	Ron. Johnson, timber.....	10 50
			" 12	Labour, breakwater.....	96 90
			" 24	<i>Amy Louise</i> , ballast.....	8 00
			" 24	Bent and Cahoon.....	17 90
			" 24	J. Nicholson, logs.....	36 00
			" 24	J. McLeod, labour.....	5 00
			" 24	F. Tuck, hire of stage.....	5 00
			Dec. 5	Spikes, J. W. Ingraham.....	0 50
			" 5	Wm. Perry, labour.....	9 00
			" 5	J. D. McNeil, labour.....	2 00
			" 5	R. Musgrave, ironwork .....	121 13
			" 31	M. W. Lawlor. ....	400 00
			" 31	P. J. McDonald. ....	400 00
			" 31	Harbour master, J. Shean....	500 00
			" 31	Rent.....	75 00
			" 31	Wm. Hackett.....	500 00
			" 31	Schr. <i>Hazel Dell</i> , ballast....	1 20
			" 31	" <i>Florence McIvor</i> , ballast	5 00
			" 31	Labour on breakwater.....	28 50
			" 31	Joseph McPherson.....	145 64
				Balance.....	646 28
					4,478 52

P. J. McDONALD,  
M. WILSON LAWLOR,  
WM. HACKETT.



## APPENDIX No. 7.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR  
THE YEAR ENDING DECEMBER 31, 1904.

BELLEVILLE, CANADA, January 6, 1905.

To the Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to inclose the annual statement of the harbour master for year 1904.

Your obedient servant,

DAVID PRICE,  
*Chairman Harbour Commission.*

BELLEVILLE, December 31, 1904.

SIR,—The undersigned harbour master of the city of Belleville, begs to submit the following report for the year 1904.

Navigation opened in Belleville harbour on April 23, and closed on November 28.

Import dues on	15,894	tons coal	\$1,589	40
"	967,291	feet lumber	48	34
"	825,000	shingles	24	75
"	4,608	bundles lath	5	76
"	293	cords hard wood	14	65
"	57	tons salt	5	70
"	1,076½	" merchandise	107	64
"	200	posts	0	75
"	2½	tons cheese	0	25
			<hr/>	
			\$1,797	24
			<hr/>	
Expenses				4 00
			<hr/>	
			\$1,793	24
			<hr/>	
Export dues on	76,832	logs, &c	\$519	03
"	13,995	bush. wheat	17	50
"	6,047	" barley	7	52
"	2,009	" oats	2	50
"	15	" rye	0	08
"	20	" buckwheat	0	09
"	375	" peas	0	47
"	725	tons cheese	72	50
"	942	" merchandise	94	27
"	220,000	brick	11	00
"	21,000	shingles	0	64
"	24	bundles lath	0	03
			<hr/>	
			\$725	63

SESSIONAL PAPER No. 23

Dues collected during the season are as follows:—

Total amount derived from imports . . . . .	\$1,793 24
“ “ exports . . . . .	725 63

Cash on hand . . . . .	\$2,518 87
	30

\$2,518 57

All of which is respectfully submitted.

I have the honour to be, sir,  
Your obedient servant,

SYD. VANDERVOORT,  
*Harbour Master.*



## APPENDIX No. 8.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL FOR  
THE YEAR ENDING DECEMBER 31, 1903.*Commissioners :*

HON. ROBERT MACKAY, President.

JONATHAN HODGSON, Esq. -

R. BICKERDIKE, M. P.

ALPHONSE RACINE, Esq.

EUSTACHE H. LEMAY, Esq.

WILLIAM E. DORAN, Esq.

JAMES COCHRANE, M L.A. (Mayor.)

JAMES CRATHERN, Esq.

JOHN TORRANCE, Esq.

L. E. GEOFFRION, Esq.

ROBERT REFORD, Esq.

DAVID SEATH, Secretary-Treasurer.

JOHN KENNEDY, M. Inst. C.E., Chief Engineer.

JAMES MCSHANE, Harbour Master.

CAPT. T. BOURASSA, Deputy Harbour Master.

ROBERT A. EAKIN, Wharfinger and Paymaster.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, April 14, 1905.

COL. F. GOURDEAU,

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, summarized statement of the operations of the corporation, for the year ended December 31, 1903. The statement has been delayed in order to obtain the correct value of the materials in stock by having complete inventories taken, and this has resulted in the discovery of a deficiency of \$80,778.52, from the amounts appearing in the books. This deficiency is the accumulation of several years.

The stock accounts in the books now correspond with the value of the stocks on hand and the difference has been carried to suspense account.

The ordinary revenue was \$354,475.95, an increase of \$27,239.88 over that of the previous year, and the revenue was further increased by \$61,397.79, surplus over cost of real estate sold by the corporation.

The revenue from imports increased \$10,357.65, that from exports \$13,968.23, and that from local wharfages \$1,025.21, while the revenue from other ordinary sources increased \$1,911.36.

The cost of management, maintenance and repairs, apart from expenditure on capital account was \$176,993.16, an increase over that of the previous year of \$61,410.25, occurring principally in the following accounts:—harbour repairs, \$51,987.97; harbour surveys, \$2,183.85; indemnity for accident, \$1,814.90; administrative staff, \$3,050.73. The interest, and annuity of \$600, were \$222,550.71, an increase of \$30,300.07 over the previous year, being for interest on loans received during the year to carry out the works of improvement, including the grain elevator.

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The amount disbursed for harbour works during the year, including \$271,919.61, on account of the grain elevator, was \$1,035,144.22, being the expenditure on capital account, towards which the city of Montreal contributed \$20,033.55.

The sum of \$600,000 was received on loan from the Dominion Government, on account of the \$2,000,000 authorized by the Act 61 Victoria, chapter 47, for harbour improvements, and \$200,000 of the \$1,000,000 authorized by the Act 1 Edward VII, chapter 9, for the erection of the grain elevator and other improvements.

The bonded debt at the end of the year was \$6,122,000, of which \$2,222,000 is due to the public, and \$3,900,000 to the Government, upon which the average rate of interest is 3.72 per cent per annum.

The usual reports for the year of the harbour master, the Montreal decayed pilots fund, and the Montreal pilotage district, have already been transmitted to you, while that of the chief engineer on the works for the improvement and maintenance of the harbour, is transmitted herewith.

I have the honour to be, sir,  
Your obedient servant,

DAVID SEATH,  
*Secretary.*





## SESSIONAL PAPER No. 23

<p>Montreal Decayed Pilots' Fund :</p> <p>5% of pilotage dues ..... \$ 3,745 61</p> <p>Interest on invested funds ..... 2,347 00</p> <hr/> <p>Bank of Montreal :</p> <p>Overdraft repaid on 14th January, 1904.....</p> <p>Dominion of Canada under the Act 61 Vic., Chap. 47.....</p> <p>Dominion of Canada, under the Act 51 Edward VII, Chap. 9, Sec. 3.....</p> <p>Balance and Receipts on Capital Account.....</p> <p>Receipts on Revenue Account.....</p>	<p>6,092 70</p> <p>195,549 73</p> <p>600,000 00</p> <p>200,000 00</p> <p>1,311,996 17</p> <p>416,032 68</p>	<p>Montreal Decayed Pilots' Fund :</p> <p>Pensions to old pilots, widows and minors ..... \$5,472 56</p> <p>Audit of fund ..... 25 00</p> <hr/> <p>Disbursements on Capital account.....</p> <p>Disbursements on Revenue account.....</p> <p>Total disbursements.....</p> <p>Charged to suspense Account :</p> <p>Difference in value of materials, &amp;c., on hand between Ledger accounts and inventories.....</p> <p>Balance December 31, 1903 :</p> <p>Cash ..... \$1,581 50</p> <p>Bank of Montreal coupon account..... 100 00</p> <p>Sundry accounts receivable..... \$ 1,681 50</p> <p>Value of materials in stock ..... 59,375 40</p> <p>Wharfares unpaid at Customs..... 150,203 47</p> <p>Discount on debentures 'H' &amp; 'J'..... 5,322 28</p> <p>17,421 03</p> <p>Less interest accrued and coupons outstanding... \$234,003 68</p> <p>Outstanding acct. rent.... 109,914 54</p> <p>110,014 54</p> <hr/> <p>Montreal Decayed Pilots' Fund :</p> <p>Harbour debentures and city stock..... \$123,989 14</p> <p>Deposit, City and District Savings Bank ..... \$51,000 00</p> <p>4,367 57</p> <p>55,367 57</p>	<p>5,497 56</p> <p>1,068,190 81</p> <p>399,702 81</p> <p>1,467,893 62</p> <p>80,778 52</p> <p>1,548,672 14</p>
			<p>179,356 71</p> <p>\$1,728,028 85</p>

Certified as per report.

DAVID SEATH,  
Secretary-Treasurer.

RIDDELL & COMMON, C.A.,  
Auditors.



# REPORT OF THE PILOTAGE DISTRICT OF MONTREAL FOR THE YEAR 1903.

HARBOUR COMMISSIONERS OFFICE OF MONTREAL,  
SECRETARY'S OFFICE, MONTREAL, March 1, 1903.

Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal, for the year ended December 31, 1903.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows an increase of \$6,487.65 over that of 1902.

The total amount of pilotage dues was received from the following services, namely :

## BRITISH.

Steamships.....	\$58,492 22	
Sailing vessels.....	362 23	
	<hr/>	\$58,844 45

## FOREIGN.

Steamships.....	\$17,822 55	
Sailing vessels.....	28 00	
	<hr/>	17,850 55
Total.....		\$76,695 00

Before the opening of the season the selection of pilots for special service was made in conformity with by-laws 108 and 109 of the commissioners, on application being made by the pilots.

On the 13th April, pilots Elzéar Bellisle, Narcisse Perrault and Joseph Pleau, over 65 years of age, were granted a renewal of their license for one year, after having filed medical certificates to the effect that their eyesight was normal, and after being examined under the provisions of by-law 103.

Before the opening of navigation, pilot L. A. Bouillé, 66 years old, having asked to be placed on the pension list, his request was granted, and the pension was paid to him from 1st May. Pilot Liboire Perrault, who was on the pension list since the 1st May, 1901, filed medical certificates to the effect that his health could not permit him to exercise the duties of pilot, and he was placed permanently on the pension list.

Pilot Achille Bélanger, licensed on the 19th May, 1900, and a pensioner on account of ill-health since 1st May, 1902, died on the 25th March last, and pilot Joséphat Sauvageau, licensed on 10th October, 1893, and who had been on the pension list for the last two years on account of ill-health, died on the 18th April last.

Three pilots were granted branches after complying with all the requirements of the by-laws, they are : Damien Paquin, of Deschambault, on the 4th February, 1903 ; J. W. Arthur Gariépy, of St. Alban, on the 20th April, 1903 ; and Albert Gagnon, of Three Rivers, on the 30th November, 1903.

On the 30th December, pilot Elzéar Bellisle, over 65 years of age, was at his request placed on the pension list, from 1st May next.

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This leaves fifty-five pilots on the list, while the number allowed by by-law 99 is seventy-five.

In December an examination of apprentice pilots and applicants was held. One apprentice only presented himself, and his examination was not satisfactory. Seventeen applicants were examined, and licenses were issued to sixteen of them, on 31st December, as per the following list, which gives the names, age, residence and date of license of each apprentice now serving his time:—

## LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.	Date of License.
				1894.
1	Angers, Alfred .....	26	Ste. Anne de la Pêrade.....	Jan. 30
				1899.
2	Frenette, Oswald.....	28	Portneuf.....	Aug. 16
3	Hamelin, Chas. B.....	24	Champlain.....	" 16
4	Perron, Tancrede.....	25	Deschambault.....	" 16
5	Angers, J. B.....	23	Ste. Anne de la Pêrade.....	" 16
6	Frenette, Delavoie.....	25	Portneuf.....	" 16
7	Gauthier, Laurent J.....	26	Deschambault.....	" 16
8	Perrault, David, fils.....	23	".....	" 16
9	Hamelin, Fortunat.....	25	".....	" 16
10	Gauthier, Cyriac.....	23	".....	" 16
11	Royer, Jos., fils.....	21	88 Fleury St., Quebec.....	" 16
12	Carpentier, Eugène.....	25	Champlain.....	" 16
13	Rivard, Frs. Xavier.....	23	Grondines.....	" 16
14	Mayrand, Joseph.....	22	Lachevrotière.....	" 16
15	Arcand, Alfred.....	26	Grondines.....	" 16
16	Lachance, Napoléon.....	20	Riv. Lafleur, Isl. Orleans.....	" 16
				1900.
17	Frenette, Geo.....	22	Portneuf.....	Dec. 4
18	Paquin, Emile.....	26	Deschambault.....	" 4
19	Bouillé, Henri.....	19	".....	" 4
20	Larochelle, Eugène.....	20	St. Michel de Bellechasse.....	" 4
21	Perron, Théodore.....	20	Deschambault.....	" 4
22	Arcand, Arthur.....	19	Champlain.....	" 4
23	Rousseau, Oscar.....	26	St. Michel de Bellechasse.....	" 4
24	Dussault, Bona.....	21	St. Alban.....	" 4
25	Paquin, Côme.....	21	Deschambault.....	" 4
26	Labranche, Chs. Ed.....	20	Portneuf.....	" 4
27	Arcand, Jos. Arthur.....	20	Champlain.....	" 4
28	Boudreau, Anthime.....	20	Deschambault.....	" 4
29	Gariépy, Laurent.....	18	".....	" 4
				1901.
30	Baribeau, Hormisdas.....	19	Deschambault.....	" 18
31	Bernier, J. Alphonse.....	19	280 rue de la Reine, Quebec.....	" 18
				1903.
32	Brière, Jules.....	17	Portneuf.....	" 31
33	De Villers, Napoléon.....	17	Lotbinière.....	" 31
34	Marchand, Armand.....	17	Three Rivers.....	" 31
35	Gosselin, Achille.....	18	Deschambault.....	" 31
36	Paquette, Donat.....	19	Grondines.....	" 31
37	Lacroix, Edmond.....	18	Contrecoeur.....	" 31
38	Hamelin, Wilfrid.....	18	Grondines.....	" 31
39	DeLachevrotière, Philip.....	16	Lotbinière.....	" 31
40	Houde, Thomas.....	18	St. Antoine de Tilly.....	" 31
41	Legendre, Ludger.....	21	".....	" 31
42	Frenette, Emile.....	20	Portneuf.....	" 31
43	Tessier, Philippe.....	16	Ste. Anne de la Pêrade.....	" 31
44	Marchand, Cyprien.....	17	Champlain.....	" 31
45	Dussault, Louis.....	18	Deschambault.....	" 31
46	Lacouture, Ludovic.....	21	Montreal.....	" 31
47	Naud, Emilien.....	17	Deschambault.....	" 31



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There are seven applicants to be placed on the list of apprentice pilots, of whom Messrs. Jean Perrault and Emile Rodrigue have passed their examination, but have not yet taken their license.

## LIST OF APPLICANTS TO BE PLACED ON THE LIST OF APPENTICE PILOTS.

No.	Name.	Residence.	Date of application.
1	*Rodrigue, Emile.....	Deschambault.....	Jan. 30, 1900
2	†Perrault, Jean.....	Deschambault.....	May 25, 1897
3	Thibaudeau, A. Emile.....	Portneuf.....	Jan. 7, 1901
4	Belisle, N. Oscar.....	Deschambault.....	Jan. 28, 1901
5	Dussault, Laurent.....	Deschambault.....	March 2, 1901
6	Simard, J. P. Geo. H.....	Saint-Mich de Bellechasse.....	March 6, 1901
7	Arcand, Jos. Arthur.....	Deschambault.....	Aug. 31, 1902

\* Passed examination on December 4, 1900. † Passed examination on December 18, 1901.

The amounts received and expended by the Harbour Commissioners, as pilotage authority for the district, apart from their receipts and disbursements, in trust for the Montreal Decayed Pilots' Fund, were as follows :

RECEIVED.		\$ cts.	\$ cts.
Balance from 1902.....		563 83	
From D. Paquet, fee of license as pilot.....		10 00	
J. A. W. Gariépy, fee of license as pilot.....		10 00	
A Gagnon, .....		10 00	
Fees on sixteen licenses of apprentice pilots.....		80 00	
Pilots, 2 p.c. of pilotage dues on sundry vessels.....		9 65	
Collector of Customs, Montreal, 2 p.c. of pilotage dues on vessels to and from Montreal.....		1,448 06	
Collector of Customs, Three Rivers, 2 p.c. of pilotage dues on vessels to and from Three Rivers.....		30 64	
Collector of Customs, Sorel, 2 p.c. of pilotage dues on vessels to and from Sorel.....		9 71	
Total.....			2,171 89
EXPENDED.			
By Herald Publishing Co., printing and stationery.....		11 50	
Dominion Express Co., parcel to Quebec.....		0 35	
Geoffrion, Geoffrion & Cusson, professional services.....		47 00	
Pilots, attending examination of apprentice pilots.....		72 50	
Contribution towards the expenses of the Pilotage Office, Quebec.....		600 00	
Rent of Pilotage Office, Quebec, to April 30, 1904.....		50 00	
Total.....			781 35

The above statement shows that the receipts for the year exceeded the expenditure by \$826.41, and with the balance brought forward from 1902, leaves a surplus of receipts over expenditure of \$1,390.24.

The mishaps during the year, which were few, were investigated by order of the Honourable the Minister of Marine and Fisheries, as provided by the Act 63-64 Victoria, chap. 36, 'An Act to amend the Pilotage Act.' season

The water in the channel kept at a very satisfactory depth throughout the , and a list of vessels which passed down during the latter part of the season, drawing twenty-six feet and over, with the relative depth in the channel on the day of passage as indicated by the government gauge at Sorel, is as follows :—

## SESSIONAL PAPER No. 23

STATEMENT showing draft of steamships for part of season 1903 drawing twenty-six feet and over.

Date.	Steamers.	Draft when stationary in Harbour by Pilots Report.		Depth of Water in Channel by Sorel Gauge.	
		Ft.	In.	Ft.	In.
Aug. 8...	SS. Monteagle.....	26	..	28	6
" 9...	" Pomeranian.....	26	..	28	8
" 16...	" Montreal.....	28	..	28	7
" 22...	" Mont Royal.....	27	6	28	8
" 22...	" Montfort.....	26	..	28	8
" 22...	" Hurona.....	26	3	28	8
" 29...	" Kildona.....	26	..	28	6
Sept. 5...	" Iona.....	26	6	27	9
" 10...	" Montezuma.....	26	6	27	10
" 12...	" Fremona.....	26	3	27	9
" 26...	" Monarch.....	26	..	28	..
Oct. 3...	" Hurona.....	26	..	27	5
" 11...	" Montrose.....	26	..	28	11
" 10...	" Mount Royal.....	26	..	28	8
" 17...	" Kensington.....	26	9	28	5
" 17...	" Iona.....	26	8	28	5
" 24...	" Turcoman.....	26	..	28	11
Nov. 13...	" Lake Manitoba.....	26	..	27	2
" 14...	" Roman.....	26	7	27	..

The semaphores at St. Nicholas and at Cap à la Roche were worked throughout the season, and for the information of pilots the depths of water which were received daily by telegram were posted in the Pilotage Office here.

The usual edition of the tide-tables, the data for which were furnished by your department, was published by the commissioners and distributed to the pilots and to the shipping firms for the use of the vessels.

I have the honour to be, sir,  
Your obedient servant,

DAVID SEATH,  
*Secretary.*

# REPORT AND STATEMENTS OF THE MONTREAL DECAYED PILOTS' FUND FOR THE YEAR 1903.

HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE,

MONTREAL, February 11, 1904.

COL. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit you herewith, for the information of the Honourable the Minister of the Marine and Fisheries, the usual statements (1) receipts and disbursements of the Montreal Decayed Pilots Fund for the year ended December 31, 1903, and (2) assets of the Fund at December 31, 1903.



The following is an abstract of the former :—

RECEIPTS.		\$	cts.	\$	cts.
5 p. c. of Pilotage dues collected at Montreal .....		3,620	54		
" " " Three Rivers and Batiscan ..		76	62		
" " " Sorel. ....		24	27		
" " payable on war vessels. ....		14	25		
" " sundry vessels. ....		9	92		
Interest on investments and deposit in Bank .....				3,745	61
Total .....				2,347	09
DISBURSEMENTS.					
Pensions to old pilots and widows of pilots and minors. ....				5,472	56
Audit of the fund for 1902. ....				25	00
Total. ....				5,497	56

showing a gain for the year of \$595.14.

The above statement shows that the receipts were sufficient to meet the expenditure. This was due to the fact that the amount of the pension to old pilots was reduced from \$360 to \$300.

Pilot L. A. Bouillé, 66 years old, having asked to be placed on the pension list, his request was granted, and the pension was paid to him from the 1st May last.

Before the opening of navigation, pilot Liboire Perrault, who was on the pension list since the 1st May, 1901, filed medical certificates to the effect that his health could not permit him to exercise the duties of pilot, and he was placed permanently on the pension list.

Pilot Achille Bélanger, who had been placed on the pension list for one year on the 1st May last, died on the 25th March, and as is customary, the pension for the current quarter was paid to his testamentary executor and universal legatee.

Pilot Josephat Sauvageau, died on the 18th April, and his widow was placed on the pension list from 1st May. She died on the 9th June, and their minor children were placed on the list from that date, and the pension is paid to their duly appointed tutor.

At the close of the year there were twenty-five pensicners, twelve old pilots, eleven widows, and the minors of two pilots.

I have the honor to be, sir,

Your obedient servant,

DAVID SEATH,

*Secretary*

## SESSIONAL PAPER No. 23

Cr.

DAVID SEATH, Treasurer, in Account with the Montreal Decayed Pilots' Fund.

Dr.

23-4

1903.		\$	cts.	1903.		\$	cts.
Jan. 2..	To balance from December, 1902			Feb. 1..	By pensions paid to the following for the three months ended January 31—		
" 31..	City of Montreal, 6 months, interest to January 1, on \$5,000 of 5 p.c. Montreal City Stock	3,772	43		Heirs Louis Bellisle		37 33
" 31..	Montreal Harbour coupons, due January 5, 1903 :	125	00		Widow L. D. Bouille		29 33
	Series R Nos. 20 and 102 = 2 x \$15.00 = \$30.00				" A. Dufresne		37 33
	R " 42 & 117-119 = 4 x 30.00 = 120.00				" V. Gagnon		37 33
	" R " 84 = 1 x 60.00 = 60.00				" A. Gauthier		32 00
	" D " 21 and 45-49 = 6 x 25.00 = 150.00				" J. O. Hamelin		37 33
	" F " 164-172 = 9 x 20.00 = 180.00				" J. Léveillé		37 33
	" G " 289 and 290 = 2 x 20.00 = 40.00				" A. Lisé		37 33
	" H " 64-65, 139-142 = 6 x 20.00 = 120.00				" D. Mathieu		32 00
	" J " 231-246 = 16 x 20.00 = 320.00				" E. Naud		37 33
May, 30..	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity Dues, collected in May	1,020	00		" J. Naud		32 00
June, 30..	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity Dues, collected in June	390	27		" J. Toupin		37 33
" 30..	Pilot W. Raymond, 5 p.c. pilotage dues ss. S. N. Parent, Montreal to Quebec, 13 feet draft	547	55		Old Pilot, J. Arcand		75 00
July, 28..	City of Montreal, six months' interest to July 1, on \$5,000 of 5 p.c. Montreal City Stock	1	60		" Cyrille Bellisle		75 00
" 31..	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity Dues, collected in July	125	00		" Z. Bouillé		75 00
Aug. 12..	Pilot J. W. Gariépy, 5 p.c. pilotage dues, tug <i>Peter Smith</i> , Quebec to Montreal	690	90		" P. Bélanger		75 00
" 19..	Pilot Geo. Arcand, 5 p.c. pilotage dues, warship <i>Gazelle</i> , Quebec to Montreal and return, 18 feet 6 inches draft	71			" F. Desjardy		75 00
" 24..	Pilot D. Paquet, 5 p.c. pilotage dues, yacht <i>Stadeau</i> , Quebec to Montreal, 13 feet 6 inches draft	4	65		" P. Gagnon		75 00
" 31..	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity Dues, collected in August	1	68		" L. Mayrand		75 00
" 31..	City and District Savings B ank, interest on deposit, Montreal Harbour Coupons, due July 5, 1903 :	510	18		" A. Naud		75 00
" 31..	Series R Nos. 20 and 102 = 2 x \$15.00 = \$30.00	41	38		" L. Perrault		75 00
	R " 42 and 117-119 = 4 x 30.00 = 120.00				" J. Sauvageau		75 00
	" R " 84 = 1 x 60.00 = 60.00				" T. Toupin		75 00
	" D " 21 and 45-49 = 6 x 25.00 = 150.00				By pensions paid to the following for three months ended April 30—		
	" F " 164-172 = 9 x 20.00 = 180.00				Heirs Louis Bellisle		37 33
	" G " 289 and 290 = 2 x 20.00 = 40.00				Widow, L. D. Bouillé		29 33
	" H " 64-65, 139-142 = 6 x 20.00 = 120.00				" A. Dufresne		37 33
	" J " 231-246 = 16 x 20.00 = 320.00				" V. Gagnon		37 33
					" A. Gauthier		32 00
					" J. O. Hamelin		37 33
					" J. Léveillé		37 33
					" A. Lisé		32 00
					" D. Mathieu		32 00
					" E. Naud		37 33
					" J. Naud		32 00
					" J. Toupin		37 33
					Old Pilot, J. Arcand		75 00
					" C. Bellisle		75 00





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Widow L. D. Bouillé.....	29 33
" A. Dufresne.....	37 33
" V. Gagnon.....	37 33
" A. Gauthier.....	32 00
" J. O. Hamelin.....	37 33
" J. Lévesillé.....	37 33
" A. Lisé.....	37 33
" D. Mathieu.....	32 00
" E. Naud.....	32 00
" J. Nault.....	32 00
" J. Toupin.....	32 00
Heirs J. Sauvageau.....	29 33
Old Pilot, J. Arcand.....	75 00
" C. Bellisle.....	75 00
" Z. Bouillé.....	75 00
" L. A. Bouillé.....	75 00
" P. Bélanger.....	75 00
" F. Desjordy.....	75 00
" P. Gagnon.....	75 00
" L. Mayrand.....	75 00
" A. Naud.....	75 00
" D. Perrault.....	75 00
" L. Perrault.....	75 00
" T. Toupin.....	75 00
Riddell & Cameron, audit of fund for 1902.....	25 00
Balance to January 1904.....	4,367 57
Total.....	9,865 13

Dec. 30.  
" 31.

9,865 13

Total.....



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STATEMENT showing the number of Branch Pilots for and above the Harbour of  
and whether employed on Special

Number.	Names.	Age.	Residence.	Date of branch.	Remarks.
1	Naud, Onésime.....	61	Deschambault.....	Mar. 16, 1870	
2	Chandonnet, Joseph.....	62	Lévis.....	Aug. 2, 1870	
3	Beaudet, Prudent.....	62	89 Massue St., Que.....	Oct. 10, 1870	
4	Bellisle, Elzéar.....	69	Deschambault.....	"	
5	Pleau, Joseph.....	66	St. Anne de la Pérade.....	"	
6	Brunet, Célestin.....	59	112 Desery St., Montreal.....	Feb. 28, 1872	
7	Groleau, Ulric.....	55	Grondines.....	Oct. 30, 1872	
8	Frenette, Alfred.....	64	Portneuf.....	"	
9	St. Amant, Alfred.....	59	Deschambault.....	"	Treasurer Pilots Comm...
10	Perrault, Narcisse.....	66	".....	Apr. 9, 1874	
11	Auger, Cléophas.....	57	Point Lévis.....	Sept. 22, 1874	Member Pilots Comm...
12	Labranche, Ferd.....	56	Portneuf.....	Apr. 8, 1875	
13	Bouillé, Louis Z.....	53	Deschambault.....	Jan. 16, 1878	
14	Gauthier, Laurent.....	52	".....	Dec. 10, 1879	
15	Nault, Delavoie.....	50	".....	"	President Pilots Comm...
16	Gauthier, Wilbrod.....	49	".....	"	
17	Dufresne, George.....	54	".....	Dec. 10, 1880	Member Pilots Comm...
18	Arcand, Norbert.....	50	Champlain.....	"	
19	Bouillé, Tancrede.....	49	Deschambault.....	Dec. 11, 1880	
20	Arcand, Nestor.....	47	".....	Feb. 20, 1884	
21	Dussault, Joseph.....	47	".....	"	
22	Groleau, Gédéon.....	51	Grondines.....	May 20, 1887	
23	Bellisle, Néré.....	52	Deschambault.....	"	
24	Raymond, Wilfrid.....	48	".....	Apr. 20, 1888	
25	Hurteau, Joseph.....	42	790 St. André St., Montreal.....	Mar. 29, 1889	
26	Perreault, Edouard.....	53	Deschambault.....	"	
27	Bouillé, C. Lydoric.....	46	".....	"	
28	Dussault, Honoré.....	50	Ste.-Petronille.....	July 16, 1889	
29	Brière, Arthur.....	46	Portneuf.....	Apr. 28, 1891	
30	Labranche, J. Sifroi.....	49	378 Lagauchetière St., Mont.....	"	
31	Perrault, Alexis.....	40	Deschambault.....	"	
32	Dufresne, N. Côme.....	42	".....	June 23, 1891	
33	Nadeau, Jean B.....	44	Lévis.....	Apr. 11, 1893	
34	Naud, Aubert.....	50	Deschambault.....	July 11, 1893	
35	Dussault, Napoléon.....	41	".....	Apr. 3, 1894	Member Pilots Comm...
36	Arcand, Barthélemi.....	41	".....	"	
37	Bellisle, Prudent.....	40	".....	"	
38	Arcand, George.....	39	".....	"	
39	Toupin, Constant.....	37	Three Rivers.....	"	
40	Perreault, George.....	38	Deschambault.....	Sept. 11, 1894	Secretary Pilots Comm...
41	Bouillé, Narcisse.....	44	".....	Oct. 9, 1894	
42	Léveillé, Joseph.....	40	Batiscan.....	June 18, 1895	
43	Perron, Sévère.....	45	993 St. André St., Montreal.....	Apr. 14, 1896	
44	Angers, Albéric.....	29	St. Anne de la Pérade.....	Mar. 15, 1898	
45	Bellisle, Arthur.....	41	Deschambault.....	Sep. 20, 1898	
46	Hamelin, G. Théo.....	29	Grondines.....	"	
47	Bellisle, Cyrille.....	35	Deschambault.....	"	
48	Perreault, Anthyme.....	35	".....	May 1, 1900	
49	Raymond, J. N.....	34	".....	Oct. 2, 1900	
50	Bourassa, J. Henri.....	26	".....	Apr. 16, 1901	
51	Pleau, Jos. Ed.....	33	St. Anne de la Pérade.....	July 25, 1901	
52	Labranche, Melville.....	29	Portneuf.....	June 23, 1902	
53	Paquin, A.....	31	Deschambault.....	"	
54	Paquet, Damien.....	29	Grondines.....	Feb. 4, 1903	
55	Garriepy, J. Arthur.....	24	Deschambault.....	Apr. 20, 1903	

HARBOUR COMMISSIONERS' OFFICES,  
MONTREAL, December 31, 1903.

## SESSIONAL PAPER No. 23

Quebec during the year 1903, their Age, Residence, Number of Pilotages, Earnings, Service or Tour-de-Rôle.

No. of Ships to Montreal.		No. of Ships to intermediate Ports.		Total No. of Ships.	Earnings to Montreal.	Earnings to intermediate Ports.	Total Earnings.	Employed on Special Service or Tour-de-Rôle.
In.	Out.	In.	Out.					
14	16	.....	1	31	\$ 1,742 02	\$ 48 13	\$ 1,790 15	Dominion Line.
15	15	.....	.....	30	1,667 07	.....	1,667 07	The C. P. R. SS. Co.
12	10	.....	.....	22	1,151 62	.....	1,151 62	German Line.
16	16	.....	.....	32	980 51	.....	980 51	Quebec SS. Co.
17	15	.....	.....	32	1,141 84	.....	1,141 84	Hy. Dobell & Co.
18	18	1	1	38	1,715 99	51 05	1,767 04	Dominion Coal Co.
6	6	1	2	15	494 38	82 75	577 13	Tour-de-Rôle.
.....	.....	1	1	2	.....	69 13	69 13	"
7	6	.....	2	5	526 85	46 63	573 48	"
17	18	.....	.....	35	1,957 90	.....	1,957 90	Donaldson Line.
21	17	.....	.....	38	2,047 34	.....	2,047 14	"
15	15	.....	1	31	1,673 65	41 13	1,714 78	The "C. P. R." SS. Co.
15	17	.....	3	35	1,865 11	129 15	1,994 62	"
17	15	.....	.....	32	1,876 53	.....	1,876 53	Allan Line.
20	20	.....	.....	40	1,845 58	.....	1,845 58	Dominion Coal Co.
16	18	.....	.....	34	1,978 23	.....	1,978 23	Allan Line.
7	8	1	3	19	572 33	124 10	696 43	Tour-de-Rôle.
20	20	.....	.....	40	1,766 94	.....	1,766 94	Dominion Coal Co.
16	16	.....	.....	32	1,786 38	.....	1,786 38	Allan Line.
18	18	.....	.....	36	1,622 05	.....	1,622 05	Dominion Coal Co.
19	19	.....	.....	38	1,777 89	.....	1,777 89	"
8	6	1	2	17	546 82	86 23	633 05	Tour-de-Rôle.
7	8	.....	2	17	592 32	54 63	646 95	"
17	18	.....	.....	35	1,870 54	.....	1,870 54	Thomson Line.
16	17	.....	.....	33	1,688 44	.....	1,688 44	Allan Line.
11	14	.....	.....	25	1,348 72	.....	1,349 72	Manchester Line.
16	14	.....	3	33	1,612 60	127 82	1,740 42	The C.P.R., SS. Co.
13	10	.....	.....	23	1,280 42	.....	1,280 42	Manchester Line.
14	16	.....	4	34	1,448 10	146 50	1,594 60	Head Line.
8	10	2	1	21	668 98	99 65	768 63	Tour-de-Rôle.
16	15	.....	.....	31	1,757 23	.....	1,757 23	Leyland Line.
17	14	.....	1	32	1,399 29	36 35	1,435 64	Dominion Line.
6	2	1	1	10	330 62	66 57	397 19	Tour-de-Rôle.
16	16	.....	1	33	1,687 41	39 70	1,727 11	Allan Line.
16	16	.....	.....	32	1,761 78	.....	1,761 78	Lord Line.
22	20	.....	.....	42	1,573 02	.....	1,573 02	Intercolonial Coal Co.
19	19	.....	.....	38	1,782 42	.....	1,782 42	Dominion Coal Co.
8	10	.....	.....	18	1,012 72	.....	1,012 72	Dominion Line & Tour-de-Rôle.
13	13	1	5	32	1,057 72	194 58	1,252 30	Dominion Coal Co.
13	14	.....	1	28	1,557 35	35 88	1,593 23	Leyland Line.
15	15	.....	.....	30	1,798 26	.....	1,798 26	The C.P.R. SS. Co.
17	17	1	2	37	1,847 23	97 13	1,944 36	Thomson Line.
18	18	1	1	38	1,632 42	49 88	1,682 30	Dominion Coal Co.
17	15	.....	6	38	1,510 46	210 36	1,720 82	Head Line.
11	14	.....	3	28	861 02	62 13	923 15	Hy. Dobell & Co.
18	18	1	2	39	1,637 21	93 75	1,730 96	Dominion Coal Co.
13	14	.....	3	31	1,337 08	138 45	1,475 53	Furness, Withy Co.
9	11	.....	4	23	1,029 73	96 75	1,126 48	Canadian Ocean & Inland Co.
8	8	2	3	22	617 15	185 72	802 87	Tour-de-Rôle.
19	19	.....	.....	38	1,765 38	.....	1,765 38	Dominion Coal Co.
8	7	.....	.....	15	626 21	.....	626 21	Tour-de-Rôle.
8	10	.....	4	22	611 56	126 61	738 17	French Line.
26	18	10	6	60	1,727 27	489 10	2,216 37	F. A. Routh & Co.
8	5	1	3	17	566 66	76 70	643 36	Tour-de-Rôle.
6	9	2	7	24	567 57	286 36	853 93	"
					73,301 72	3,393 28	76,695 00	

DAVID SEATH,

Secretary.



4-5 EDWARD VII., A. 1905

DAVID SEATH, Treasurer, in Account with the Montreal Decayed Pilot Fund.

## STATEMENT OF THE FUND.

Nos.	Series.		\$ cts.
		Montreal harbour debentures—	
20 and 102	R	Due July 5, 1906, interest at 6 per cent, $2 \times \$ 500$ .....	1,000 00
42 and 117-119	R	" 5, 1906, " 6 " 4 $\times 1,000$ .....	4,000 00
84	R	" 5, 1906, " 6 " 1 $\times 2,000$ .....	2,000 00
21 and 45-49	D	" 5, 1915, " 5 " 6 $\times 1,000$ .....	6,000 00
164-172	F	" 5, 1917, " 4 " 9 $\times 1,000$ .....	9,000 00
289-290	G	" 5, 1918, " 4 " 2 $\times 1,000$ .....	2,000 00
64-65	H	" 5, 1921, " 4 " 2 $\times 1,000$ .....	2,000 00
139-142	H	" 5, 1921, " 4 " 4 $\times 1,000$ .....	4,000 00
231-246	J	" Jan. 5, 1924, " 4 " 16 $\times 1,000$ .....	16,000 00
		City of Montreal consolidated fund—	
165		Due July 1, 1910, interest at 5 per cent, $50 \times \$100$ .....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent	4,367 57
		Total.....	55,367 57

DAVID SEATH,

*Treasurer.*

MONTREAL, December 31, 1903.

We hereby certify that we have examined the entire entries for the year 1903, as recorded in the preceding pages, and have found them to agree with the vouchers on file; also that debentures and certificates to the amount of \$55,367.57, as described in statement on opposite page, have this day been submitted for our inspection.

RIDDELL &amp; COMMON, C.A.,

*Auditors.*

MONTREAL, January 19, 1904.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL  
FOR THE YEAR 1903.

HARBOUR MASTER'S OFFICE,

MONTREAL, December 31, 1903.

DAVID SEATH, Esq.,  
Secretary Harbour Commissioners,  
Montreal.

SIR,—I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my annual report for the year ended December 31, 1903.

Appended thereto will be found seven comparative statements showing respectively for the past ten year:

1. The number, tonnage and classification of sea-going vessels that arrived in port;
2. Those that arrived from the maritime provinces;
3. Number and tonnage of inland vessels;
4. The dates of the opening and closing of navigation, &c.;
5. The number and tonnage belonging to the different nationalities;
6. The number and tonnage of vessels consigned to the different agents;
7. Number and tonnage of sea-going and inland vessels.



## SESSIONAL PAPER No. 23

From these statements it will be seen that 802 sea-going vessels arrived in port during the past season, with a tonnage of 1,890,904 tons, an increase of 44 vessels and 349,632 tons over the previous year.

Of these vessels 777 were built of iron and steel, with a tonnage of 1,885,398 tons; and 25 were built of wood, with a tonnage of 5,506 tons.

Of inland vessels there arrived 15,338, with a tonnage of 2,415,791 tons, an increase of 5,943 vessels, and a tonnage of 530,541 tons, making a grand total of vessels of all classes of 16,140 vessels, and a tonnage of 4,306,695 tons, an increase of 5,987 vessels of all classes, and 880,173 tons, over the previous year.

Some of the principal items of exports and imports (as obtained from the best sources of information) were :—

## EXPORTS.

LUMBER.—To the United Kingdom and continental ports.

1903.	1902.
231,228,695 feet.	240,472,113 feet, a decrease of 9,243,418 feet.

LUMBER.—To the River Plate.

1903.	1902.
No shipment.	353,492 feet.

	1903.		1902.
<i>Grain.</i> —Wheat,	15,960,024 bushels.		16,888,505 bushels.
Corn,	6,811,590 “		239,792 “
Peas,	263,045 “		413,885 “
Oats,	1,061,238 “		1,931,636 “
Barley,	320,513 “		262,958 “
Rye,	592,535 “		878,409 “
Flaxseed,	115,569 “		330,399 “
Buckwheat,	50,629 “		163,677 “
Total,	25,175,143 “		21,109,261 “

Showing an increase of 4,065,882 bushels.

	1903.	1902.		
Flour .....	1,050,654 barrels.	659,395 barrels	increase.....	391,259 barrels.
Meal.. .....	73,344 “	24,811 “	“ .....	48,533 “
Eggs.....	152,284 cases.	158,310 cases	decrease....	6,026 cases.
Cheese.....	2,389,219 boxes.	2,112,662 boxes	increase....	276,557 boxes.
Butter.....	344,804 “	539,553 “	decrease....	194,749 “
Apples.....	781,092 barrels.	508,890 barrels	increase....	272,202 barrels.
Cattle.....	147,201 head.	77,193 head	“ .....	70,008 head.
Sheep.....	61,017 “	45,831 “	“ .....	15,186 “
Horses .....	373 “	549 “	decrease....	176 “

## IMPORTS.

	1903.	1902.		
Coal from Great Britain	97,661 tons.	85,136 tons	increase	12,525 tons.
“ United States	325,198 “	90,472 “	“	234,726 “
“ Maritime Prov.	1,061,287 “	1,082,040 “	decrease	20,753 “
Total	1,484,146 “	1,257,648 “	increase	226,498 “

Of the above quantities there were discharged :

	1903.	1902.		
In the Harbour .....	1,373,459 tons.	1,166,618 tons.		
In the Canal.....	91,030 “	110,687 “		
Cement.....	550,226 brls.	256,081 brls.	Increase	294,145 brls.
Scrap Iron.....	67,540 tons.	76,394 tons.	Decrease	8,854 tons.

## NOTES.

As will be seen from the foregoing figures there has been an increase of 44 sea-going vessels and 349,632 tons, and an increase of 5,943 tons, making a total increase of 5,987 vessels of all classes, and 880,173 tons over the previous year.

During the season the port was visited by the following warships, namely: *Gazelle*, arrived August 10, and sailed August 16, German Government; *Le Troude*, arrived September 5, and sailed September 11, French Government, and the *H. M. S. Retribution*, arrived September 7, and sailed September 14, British Government.

During the past season the traffic was without doubt the largest in the history of the port, although there was a very serious strike in the early part of the season which prevented the large ocean steamers which came into the port from being discharged and loaded with their usual dispatch, many of them being detained a week extra.

Notwithstanding the inconveniences which occurred then, our Merchants, Railways, and Cartage Companies, did all in their power to relieve the congestion and assisted me to a great extent out of this trouble.

The whole most respectfully submitted.

JAMES McSHANE,  
Harbour Master.

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port, the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Total No. of Vessels.	Total Tonnage.	Number in Port.
1894	684	1,079,313	3	4,3-4	14	9,609	5	901	28	2,762	734	1,096,909	32	May	23
1895	592	1,055,611	1	1,545	9	7,714	7	1,689	31	2,827	640	1,069,386	25	June	18
1896	669	1,200,543	5	7,350	6	4,003	9	2,052	20	2,520	709	1,216,468	37	July	29
1897	752	1,368,395	.....	8	3,958	7	1,745	29	4,904	796	1,379,002	40	"	28	
1898	830	1,567,436	2	3,023	12	10,031	5	1,478	19	2,104	868	1,584,072	42	August	1
1899	773	1,509,668	.....	7	3,530	3	1,048	18	3,365	801	1,517,611	39	July	29	
1900	692	1,382,675	.....	2	891	4	875	23	9,415	726	1,393,886	27	June	28	
1901	707	1,438,081	.....	4	2,240	.....	31	12,727	742	1,453,048	25	July	8		
1902	729	1,531,891	.....	9	4,427	.....	20	4,954	758	1,541,272	29	October	9		
1903	779	1,882,295	1	1,543	2	1,388	.....	20	5,678	802	1,890,904	35	June	8	

JAMES McSHANE,  
Harbour Master.

SESSIONAL PAPER No. 23

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces, the past ten years.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Total No. of Vessels.	Total Tonnage.
1894.....	349	362,945	.....	.....	3	2,323	.....	4	609	23	2,230	379	.....	362,107
1895.....	256	296,256	.....	.....	.....	.....	.....	5	1,070	30	2,734	291	.....	300,060
1896.....	252	292,880	.....	.....	1	178	.....	4	734	15	1,188	272	.....	294,981
1897.....	298	364,936	.....	.....	.....	.....	.....	2	376	31	1,051	311	.....	366,363
1898.....	327	372,274	.....	.....	.....	.....	.....	.....	14	1,397	341	.....	.....	373,671
1899.....	336	415,825	.....	.....	.....	.....	.....	.....	7	646	343	.....	.....	416,471
1900.....	279	352,002	.....	.....	.....	.....	1	169	15	2,564	295	.....	.....	354,735
1901.....	282	434,140	.....	.....	1	999	.....	.....	10	991	293	.....	.....	436,130
1902.....	311	466,671	.....	.....	.....	.....	.....	.....	11	2,063	322	.....	.....	468,734
1903.....	303	468,100	.....	.....	.....	.....	.....	.....	15	4,648	318	.....	.....	472,748

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in Port, the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1894.....	4,666	979,809	158, May 20
1895.....	4,498	943,717	172, July 20
1896.....	4,832	1,004,117	165, June 11
1897.....	6,384	1,134,346	160, July 30
1898.....	6,941	1,807,892	200, Aug. 12
1899.....	8,877	1,899,097	216, July 28
1900.....	8,347	1,669,494	219, June 20
1901.....	8,450	1,683,186	167, June 28
1902.....	9,395	1,885,250	209, July 23
1903.....	15,338	2,415,791	225, June 26

JAMES McSHANE  
*Harbour Master.*



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## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from sea, and the last departure for sea, the past ten years.

Years	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1894.	April 12...	Dec. 26...	April 27...	Nov. 24
1895.	" 20...	" 6...	" 27...	" 25
1896.	" 22...	" 19...	" 28...	" 23
1897.	" 17...	" 19...	" 30...	" 24
1898.	Mar. 31...	" 12...	" 26...	" 28
1899.	April 24...	" 30...	" 27...	" 29
1900.	" 21...	" 10...	" 26...	Dec. 3
1901.	" 21...	" 10...	" 25...	Nov. 25
1902.	" 3...	" 4...	" 17...	Dec. 4
1903.	" 2...	" 10...	" 26...	Nov. 28

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

STATEMENT showing the Nationality, and Tonnage of Sea-going Vessels, that arrived in Port during the season of 1903, that were navigated by 38,016 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British.....	579	1,516,617
Norwegian.....	171	290,217
German.....	12	25,611
Swedish.....	8	22,857
Danish.....	9	14,972
Russian.....	9	12,733
American.....	12	4,514
French.....	2	3,383

JAMES McSHANE,  
*Harbour Master.*

## SESSIONAL PAPER No. 23

## PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels, consigned to the following agents, during the season of 1903.

No.	Names of Firms.	Steam.	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	The Dominion Coal Co.....	182	363,751	.....	.....	182	363,751
2	The Can. Pac. Ry. SS. Co.....	75	337,474	.....	.....	75	337,474
3	H. & A. Allan.....	80	300,654	.....	.....	80	300,654
4	The R. Reford Co.....	99	215,519	.....	.....	99	215,519
5	Dominion Line.....	37	166,878	.....	.....	37	166,878
6	McLean, Kennedy & Co.....	64	127,869	.....	.....	64	127,869
7	Furness, Withy & Co.....	41	114,777	.....	.....	41	114,777
8	Leyland Line.....	19	69,846	.....	.....	19	69,846
9	Hamburg American Line.....	16	32,932	.....	.....	16	32,932
10	F. A. Routh & Co.....	32	32,344	.....	.....	32	32,344
11	Canadian Ocean & Inland Co.....	11	21,795	.....	.....	11	21,795
12	J. G. Brock & Co.....	16	18,464	9	851	25	19,315
13	The Intercolonial Coal Co.....	22	18,900	.....	.....	22	18,900
14	Blakely & Lemieux.....	24	16,486	.....	.....	24	16,486
15	Hy. Dobell & Co.....	27	16,438	.....	.....	27	16,438
16	Masters.....	22	11,611	4	2,972	26	14,583
17	T. R. McCarthy.....	3	5,333	1	1,118	4	6,451
18	J. & R. McLea.....	4	3,071	3	2,426	7	5,497
19	Seven others.....	5	8,153	6	1,242	11	9,395
Total.....		779	1,882,295	23	8,609	802	1,890,904

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Sea-going and Inland Vessels, that arrived in Port, the past ten years.

Years.	SEA-GOING.		INLAND.		GRAND TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1894.....	734	1,096,909	4,666	979,809	5,400	2,076,718
1895.....	640	1,069,386	4,498	943,717	5,138	2,013,103
1896.....	709	1,216,468	4,832	1,004,117	5,541	2,220,585
1897.....	796	1,379,002	6,384	1,134,346	7,180	2,513,348
1898.....	868	1,584,072	6,941	1,807,892	7,809	3,391,964
1899.....	801	1,517,611	8,877	1,899,097	9,678	3,416,708
1900.....	726	1,393,886	8,347	1,669,494	9,073	3,063,380
1901.....	742	1,453,048	8,450	1,683,186	9,192	3,136,234
1902.....	758	1,541,272	9,395	1,885,250	10,153	3,426,522
1903.....	802	1,890,904	15,338	2,415,791	16,140	4,306,695

JAMES McSHANE,  
*Harbour Master.*

# REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE OF THE HARBOUR OF MONTREAL, FOR THE YEAR 1903.

JOHN KENNEDY, M. INST. C. E., *Chief Engineer.*

HARBOUR COMMISSIONERS OF MONTREAL, CHIEF ENGINEER'S OFFICE,  
MONTREAL, April 28, 1904.

DAVID SEATH, Esq.,  
Secretary, Harbour Commissioners,  
Ottawa.

SIR,—I beg to submit for the information of the Board of Harbour Commissioners, the following report upon the works carried out in the Harbour of Montreal for the year ended December 31, 1903 :—

## NEW WORKS.

The principal works carried on during the year were :—The extension of the wharf on the East side of Windmill Point Basin from section 6 S., northward ; the raising of a large part of the wharf on the west side of the basin to high level ; the completion of Harbour Improvement plan 12A2, by raising the shore wharf, Sections 14 to 17, to full height ; the commencement of the widening and rebuilding of the wharf in Section 23, and the enlargement of the deep water areas in the basins and St. Mary's Current by dredging.

The principal details are as follows :—

*Sections 7S to 10S inclusive, East side of Windmill Point Basin.*—Operations for extension of the wharf northwards were commenced April 21, and were continued until November 26th. The drill boat began work May 1, and continued throughout the season, drilling and blasting to make crib foundations, and deepening the basin. Drilling and blasting were carried on by day only until July 13, and day and night from that date until November 26, the close of the winter season. The work done by the drill boat on the crib seats was as follows :—

Grade of finished bottom on crib seats below extreme low water surface .....	28 ft.
Drill boat worked day and night from July 13 till Nov. 26, 1903.	
Working days on crib seats .....	182
Working time per day .....	11 hours.
Number of holes drilled and blasted on crib seats .....	2,039
Number of holes re-drilled and blasted on crib seats .....	227
Average depth of each hole in rock in first blasting of crib seats..	9.3 ft.
Average depth of each hole in rock in re drilling on crib seats...	2.8 ft.
Average depth of each hole on crib seats from surface of water when drilling was done .....	33.75 ft.
Quantity of rock drilled and effectively blasted, measured in solid, to 6 inches below finished bottom, on crib seats .....	22,200 cu. yds.
Cost of blasting crib seats .....	\$15,648.70
Average cost per cubic yard, measured in solid .....	70,489 cents.

The area drilled and blasted includes a small place, viz.: 7,405 square feet, which was drilled and blasted in 1902.

Dredges preceded the drill boat and cleared the rock of overlying deposits of gravel, hardpan, &c. They also followed the blasting as closely as possible and cleared the



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blasted rock from the sites for the crib-work. The areas dredged, including that blasted amounted to 317,000 square feet (7.29 acres), and the quantity dredged was 37,119 cubic yards rock, and 18,500 cubic yards hardpan, silt, &c. Cost, \$11,628.69, or an average of 20.91 cents per cubic yard, measured loose and by tally of scows, in addition to the cost of \$15,648.70 for the drilling and blasting. The excavated material was used for wharf filling, in various parts of the harbour.

The first crib of the extension of the wharf was sunk as soon as sufficient area of foundation was prepared, viz., on May 23, and successive cribs were sunk as rapidly as possible, viz., one June 1, June 17, June 24, June 29, July 6, July 27, August 10 and August 19.

The cribs are of the following lengths, beginning at the south end of section 7S, viz.: 150' 0", 151' 7", 201' 2", 150' 9", 150' 0", 152' 0", 150' 0", 151' 7", 150' 8", making an aggregate of 1,407 $\frac{3}{4}$  lineal feet. The small space between the ends of adjacent cribs increase the length to 1,410 feet of cribwork wharf. By the end of the season, 200 lineal feet of additional foundation had been made ready for reception of cribwork. The cribs are all founded on solid shale or trap rock foundation, at 28 feet depth below extreme low water.\*

The first and second rows of compartments from the front of the cribwork, a width of 20 feet, are filled to low water level with shale and trap rock dredged from the foundations and the adjoining basin. The compartments of the cribwork and the space behind it are filled principally with silt, hardpan, gravel, boulders and rock, dredged from various parts of the harbour, the rest of the filling being earth, ashes, cinders, and other filling material sent in from city excavations, furnaces, &c.

The filling put into the cribs and wharf embankment, sections 7S to 10S, by derricks during 1903, was 406,047 cubic yards, and the amount of filling from the city was 41,815 cubic yards.

The preparation for building the concrete superstructure was begun on August 1, by setting up moulds. The depositing of concrete was begun on August 15, and continued until the end of November, when work closed for the year.

Concrete superstructure has been placed on 1,175 lineal feet of wharf front and carried up to the following elevations:—Commencing at the Dominion Coal Company's allotment, section 7S, 400 lineal feet has been carried up to elevation 103.00, or within seven feet of the finished height of this portion. From this low level wharf nine feet of the concrete front was sloped up to the high level (elevation 119.00), and 433 $\frac{1}{4}$  lineal feet of concrete front was completed to this height. From this point 342 lineal feet has been built downstream to an average elevation of 100.00.

The work of building the concrete wharf front was much delayed and its cost increased by the necessity for concentrating the work on a short length of frontage; in the beginning, on account of the short length of foundation cribs sunk, and later because of the urgency to complete section 8S, for the reception of cargoes of coal for which there was not space available elsewhere. Difficulties also were experienced in obtaining a sufficient and regular supply of stone for the crusher of the concrete plant. The concrete of the wharf was deposited by the floating concrete plant built in the beginning of the year.

Eighty concrete anchor blocks, placed about 64 feet from the wharf front, were made by hand in the ordinary way. In these there are 580 cubic yards of concrete.

The concrete wharf front contains 7,200 cubic yards and the blocks 580 cubic yards, or 7,780 cubic yards of concrete. Cost \$45,383.59, or \$5.83 $\frac{1}{2}$  per cubic yards.

The work of depositing back filling, grading, surfacing with rock, macadamizing, etc, was continued throughout the working season. At the junction between Sections 7 S and 8 S, the elevation of the top of the finished wharf changes from elevation 110.00 on Section 7 S to elevation 119.00 on Section 8 S. At the change of level a dry stone

\* NOTE—The term "extreme low water" in this report means the stage of the river when the surface of the water is 94.00 feet above datum or when there is 13 feet depth above the level of the mitre sill of the old lock No. 1, Lachine Canal, built 1848, and recently removed. The term "ordinary low water" means a stage 3 feet 4 inches higher, or 16 feet 4 inches on the lock sill. All elevations above datum are measured from the harbour datum, which is a horizontal plane 81 feet below the lock sill, 100 feet below the Montreal City datum, and 73.90 feet below mean tide level at New York according to the U.S. Coast Survey levels.

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wall is built across the wharf to retain the high level part, and a ramp made from high to low level for roadway traffic. The expenditure, during the year on the whole wharf work on Sections 7 S to 10 S, was as follows :—

Drilling and blasting crib seats.....	\$15,648.70
Dredging crib seats (\$15,346.28), half of this sum charged to this work, remaining half to other works where the material was deposited.....	7,673.12
Cribwork substructure.....	56,995.36
Concrete wharf front and concrete anchor blocks, Steel anchor rods and washers.....	45,383.59
Filling material put in by Floating Derricks.....	53,985.39
Dry retaining wall, grading, surfacing and macadamizing.....	26,620.27
Total.....	\$206,306.43

*Sections 4 to 11, inclusive, Windmill Point. Raising the wharf on the west side of Windmill Point Basin.*—The raising of the wharf along the whole length of the windmill Point Basin was undertaken in accordance with an agreement between the Harbour Commissioners and the Grand Trunk Railway Co., dated July 4, 1902. The work of raising the wharf was commenced at the offset, the north end of Section 8, as early in the spring as lowering of the water permitted. Working towards the south, the top part of the old cribwork and its filling were removed down to a point where the timber was found to be sound. New and wider cribwork was built up from this level and anchored by bolts according to plan. Filling by derricks and grading followed as rapidly as practicable, and on 10th September, 400 feet in length had been completed and ready for a ship to berth and discharge or load cargo, but was not used for some time after that date. The work was continued southward, the top of the old wharf being removed and new cribwork finished to elevation 119.00 to a point 796 feet from the lower end of Section 8, where work was begun. A further length 120 feet was built up to an average elevation of 110.00. The work of filling the large area, in rear of this portion of wharf front, extending back to lock No. 2, Lachine Canal, and the hydraulic lots on the west, and from New Canal Basin No. 2 on the north to Section 6 on the south, was pushed vigorously during the summer. Filling was supplied from the front by derricks as rapidly as it could be carted back and much filling was received from city excavations, &c. On this area there are five raceways, one 25 feet wide from basin No. 2, Lachine Canal, called Raceway No. 1, and Nos. 2, 3, 4, and 5 from the hydraulic lots, on Mill Street, numbered consecutively from No. 1. These timber raceways were built during the years 1875 to 1879 and were designed to support only the low level wharf and its load. No. 1 was rebuilt, of increased strength, from a point 109 feet from the face of the wharf for a length of 164 feet to the end of the covered part of the old raceway, and thence for a distance of 45 feet to the bridge on Mill Street, a new covered raceway was constructed. The floor on both the reconstructed and new parts being sound was not disturbed. The part of No. 1 between the reconstructed part and the face of the wharf, 109 feet in length, and raceways Nos. 2 to 5, across the Harbour property, a length of 100 feet each, were reinforced for about 80 feet by timber arches before the filling to high level was put on. Along the boundary line between the Harbour property and the hydraulic lots in the rear, where the latter have not yet been filled up, cribwork was constructed to retain the high level wharf filling. At the close of the year, nearly the whole area along and in rear of the 800 lineal feet wharf front, Sections 7 and 8, had been filled to high level, graded, and the raceways on it macadamized. The latrine which had been in use on the low level wharf, was moved to a point about 340 feet from the face of the wharf near the north end of Section 7, on the south side of the roadway leading from Black's Bridge. A concrete foundation for the latrine platform, and also a watering trough, were put down with a nine inch drain leading to the raceway, and a two inch galvanized iron pipe from the city main, on Mill Street, for supplying water to the latrine and to watering carts. An area 40 feet



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in width has been left at low level across the south end of New Basin No. 1, Lachine Canal, and a roadway thence to Black's Bridge 30 feet in width along the embankment at Lock No. 2. A dry stone wall was built to support the adjacent high level filling. While this large area was being filled the railway was kept in operation for the supply of material for the Grand Trunk Elevator foundation being built on Section 9, until no longer needed.

The embankment was raised on each side of the track and a bridge built over the railway to accommodate the cartage traffic.

Early in spring the foundation of the existing cribwork was examined by divers and any voids found under the cribwork were filled with concrete in bags.

On the part of the work Sections 9 to 11, the area leased to the Grand Trunk Railway Co., operations were begun on May 1, by derricks dumping filling material on Section 11. On May 5, carts were put to work to haul the filling back. As large a force as could be employed was kept at work throughout the summer and by the end of the year about sixtenths of the area to be raised was filled to full height and graded.

Reconstruction of the cribwork from the water line upward was begun on August 22, and stopped on December 3. During this time a length of 260 feet, of the cribwork on Section 11, was renewed and built up to elevation 118. On Sections 9 and 10 a length of 1,150 feet was renewed and built up to an average elevation of 106.

On the work already described, Sections 6 to 11, there were used the following quantities of materials :—

27,157 lineal feet of round hemlock.	
49,272 " flat "	
15,894 cubic feet of square "	
30,370 lineal feet of round pine.	
15,405 " flat "	
28,497 cubic feet of square "	
990 lineal feet pine piles 41 feet long.	
96,420 feet B.M., hemlock plank, in general 4" thick.	
12,685 " spruce " " 2" "	
2,050 " pine " "	
110,320 lb. wharf spikes, in general $\frac{7}{8}$ " sq. x 24" long.	
5,934 lb. pressed spikes and nails.	
Cost : Cribwork of Wharf and Raceways.....	\$62,283 19
Filling grading and macadamizing.....	59,810 29
Derrick work and filling material.....	19,159 51
Total.....	\$145,252 99

*Harbour Improvement Works, Sections 15 to 17, inclusive.*—About 3 feet in height by 400 feet in length of the top part of the cribwork of King Edward Pier on its north side adjoining the shore wharf was not completed in 1902. This piece of cribwork was finished early in the summer of 1903, and the filling behind it and along the shore wharf, Sections 15 to 17, was put in as rapidly as practicable until the whole was raised to grade, and this completed the work comprised in Plan 12 A2.

Expenditures in Harbour Improvement Works, sections 12 to 19 inclusive, in 1903 :—

Cribwork construction, \$23,050.32 ; concrete wharf, section 15 (not including the expenditure on the elevator building, but including the expenditure on the wharf in front of adjoining and the elevator) \$31,201.23 ; concrete wharf, section 17, \$336.07 ; labour filling and grading wharfs, \$44,592.75 ; portion of dredge and derrick work chargeable to filling the wharfs, \$18,872.15 ; dredging (part cost), \$17,514.06 ; water pipes and drains, \$18,106.57. Total, \$153,673.15. Charged to City for above work in 1903, \$20,033.55.

Expenditure on elevator building in 1903, \$240,618.38.

*Section 23, New Wharf Front.*—A piece of wharf front, 105 feet in length, fell forward and disappeared. It was old cribwork built about 1876 for 20 feet 8 inches



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depth at extreme low water. The basin in front of it had been deepened to 25' 3" at extreme low water and the old wharf had been kept up for several years by a row of piles along its front.

New cribwork was sunk to a depth of 35 feet at extreme low water on a line about 80 feet forward from the old wharf line. At the end of the year, 450 lineal feet of crib work had been sunk in place, filled in the front pockets with rock and partly filled in rear towards the old wharf front with gravelly material. It was found that after the basin had been dredged to 25 feet 3 inches depth on the sill at extreme low water it had been scoured to a great depth, in some places as great as fifty feet. It was necessary to reduce the great depth, both in order to make foundations for the cribs and to protect the bottom from further scour in front, and also to enable derricks to stand in front of the cribs and work with safety in the strong current. For these purposes a quantity of about 8,000 cubic yards of rock was spread on the bottom by derricks.

Part cost dredging crib seats .....	\$ 1,503 50
Cost cribwork .....	16,613 51
Filling by derricks .....	6,805 96
Total .....	\$24,922 97

## HARBOUR RAILWAY.

The laying of track on the MacKay Pier, which was commenced last year, was continued this year, and by the end of the summer three fourths of a mile additional track had been laid, making in all two miles of track laid on the MacKay Pier. Grading has also been done for an additional mile of track.

The rearrangement of the old tracks, and laying of new tracks on the piers and shore wharfs between the entrance of the Lachine Coal and the Canadian Pacific Railway Elevators was carried on vigorously during the summer.

Just after the close of navigation two new tracks were laid on the Alexandra Pier, and two on the King Edward Pier, connected with the main lines on the shore wharfs. There were also laid two new tracks from near McGill Street to the Canadian Pacific Railway Elevators, which, with those previously existing, make four tracks throughout this distance.

Convenient cross-overs to facilitate the handling of cars between the different lines, have been laid, and a connection has been made giving the Canadian Pacific Railway access to the high level wharfs from their Dalhousie Square Station ground, by way of Commissioners Street; all the new tracks are of 80 lb. rail and of the very best construction throughout.

A new siding was laid in sections 39 to 42, and connected with tracks leased to the Grand Trunk and Canadian Pacific Railway Companies, near Moreau Street. The siding, including the cross-over, is 1,420 feet in length, about 1,150 feet of which is laid 75 feet from face of wharf to centre of track and 270 feet at 10 feet from face of wharf, so as to facilitate the handling of different kinds of cargo. All the new tracks were planked between the rails and for one foot outside the rails, 611,714 feet board measure of four-inch hemlock plank having been used for this purpose.

The track work began on April 27, and was suspended for the season on December 3. Expenditure in 1903, \$87,176.62.

## MAINTENANCE AND REPAIRS.

The total cost of maintenance and repairs of the harbour works in 1903; including the cost of removal of ice given below, is \$123,097.53, and it compares as follows with the expenditure of former years :—

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1875.....	\$ 16,499	1890.....	\$ 56,380
1876.....	35,711	1891.....	49,109
1877.....	26,077	1892.....	72,179
1878.....	18,974	1893.....	58,644
1879.....	18,819	1894.....	75,455
1880.....	17,330	1895.....	50,081
1881.....	16,159	1896.....	55,211
1882.....	27,962	1897.....	46,259
1883.....	35,768	1898.....	58,847
1884.....	44,869	1899.....	52,252
1885.....	42,158	1900.....	42,679
1886.....	64,986	1901.....	79,461
1887.....	64,984	1902.....	71,109
1888.....	49,520	1903.....	123,097
1889.....	51,892		

## ICE MOVEMENT, 1903.

In the winter of 1902-3 the climax of the ice shoving occurred on December 28, when the water rose to a very high winter level, viz.: 37 feet 3 inches on the sill. Fluctuations of the water level, due to the 'taking of the ice', ceased on January 4, 1903.

On February 2, a small opening appeared in the river about 300 feet from the shops on the MacKay pier. The Laprairie ice road was cut away and a span of horses were drowned. On March 3, the opening extended up half way to Victoria bridge, but no further change occurred until March 8. Within the McKay pier, shoved ice extended into the basin to the upper side of Jacques Cartier pier.

On March 8, the ice road broke at Longueuil. On March 12, the air hole which had opened on February 2, extended down stream to the jail, and another narrow opening appeared eastward in St. Mary's current. No change of importance occurred until the night of the 19th, when ice shoved on the south side of the Laprairie bay. March 21, ice shoved on Montreal side from Victoria bridge to the cotton mill, section 43.

On March 24, a general shove occurred and the ice moved up stream about 100 feet within the MacKay pier opposite the Alexandra, King Edward and Jacques Cartier piers.

Between the Alexandra pier and Windmill Point basin, the ice moved up stream about 8 feet. River jammed full of ice on March 25. March 26, ice moving down stream. March 27, river open on Montreal side down to St. Helen's island. March 28, river open to St. Lawrence sugar refinery on Montreal side, but closed on St. Lambert side to Moffat's island. March 29, river open on St. Lambert side down to Longueuil. March 30, river open to Longue Pointe.

December 18, 1903, river full of ice up to the down stream end of MacKay pier. December 19, river full of ice up to Victoria bridge in the forenoon and shoved on St. Lambert shore in the afternoon when the water rose 4 feet. December 20, open water on St. Lambert side of the river from the bridge down to Coteau Rouge road. December 21, St. Lambert side of river full of ice, Montreal side open down to Hochelaga. December 22, Montreal side of river full of ice up to the shops on MacKay pier and to the bridge on St. Lambert side. December 24, river filled up to Victoria bridge. December 25, the ice shoved up to the shore below the bridge. December 26, the river filled with ice up to Laprairie bay. Cold weather prevailed and no further movement took place.

## ICE REMOVAL.

The breaking up of the winter ice was accompanied by very high water and heavy shoves.

The water rose to a maximum height of 43 feet 2 inches above the old lock sill which is only ten inches below the highest recorded depth of 1886.

The quantity of ice left upon the wharfs was larger than usual, in the parts of the harbour not protected by the guard pier. Quantities at several places were approximately as follows:—



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Sutherland Pier, Sec. 46.	Cub. yds.
300 ft. x 75 ft. x 13 ft. average thickness.....	10,833
Laurier Pier, Sec. 43.	
700 ft. x 150 ft. x 15 ft. average thickness.....	58,333
From Sec. 43 to Sec. 36.	
4,000 ft. x 160 ft. x 14 ft. average thickness.....	331,852
From Sec. 36 to Sec. 33.	
1,300 ft. x 80 ft. x 10 ft. average thickness.....	38,518
From Sec. 33 to Sec. 31.	
1,015 ft. x 100 ft. x 6½ ft. average thickness.....	24,435
From Section 31 to Sec. 27.	
2,100 ft. x 105 ft. x 8 ft. average thickness.....	65,333
From Sec. 27 to Sec. 20.	
3,400 ft. x 100 ft. x 7 ft. average thickness.....	88,148
Sec 20, Victoria Pier.	
900 ft. x 120 ft. x 6 ft. average thickness.....	24,000
<hr/>	
Total approximate, quantity of ice left upon the wharfs, cubic yards.....	641,452
Total expenditure for clearing ice.....	\$13,609.96

The clearing of the ice from the sites of the steamship sheds, ferry steamer berths, and other places first required for use, was commenced on March 31, and practically completed on May 11. The maximum force employed was 700 men and 60 carters.

#### HARBOUR REPAIRS.

The following are the details of the chief items of wharf repairs done in 1903:—

*Section 4, Windmill Point.*—A small repair to the coping and top planking of the wharf at the upper end of the Windmill Point basin was made in July.

*Section 8, Windmill Point.*—The culvert of the waste weir of the canal, near Black's bridge was repaired in connection with the renewal and strengthening already described among new works. On April 25, work was begun rebuilding the cribwork sides of the culvert and renewing the timber covering.

*Section 13.*—The stone crossing, from the gate opening in the flood wall, at St. Peter Street, across the wharf, was widened and relaid.

*Section 17.*—The top of the concrete wharf front between the King Edward and Jacques Cartier piers, was damaged by the frost and ice. The places damaged aggregate 150 feet in length by 6 to 7 feet in height, and the whole was thoroughly repaired by May 27.

*Section 19, Shore Wharf.*—At the junction of the shore wharf with the Victoria pier, the roadway of the wharf, immediately back of the cribwork, was washed out by the winter current. The hole so made was about 50 feet in diameter by an average depth of 5 feet. The work of filling up the hole and bringing it up to proper grade, and macadamizing the top anew was begun April 8, and completed on April 22.

*Section 20, Shore Wharf.*—On the breaking up of the winter ice in the spring it was found that the old cribwork front for a length of 172 feet had been undermined by successive deepening of the basin in front, and by winter scour, and had given way and slid bodily out. The repairing of the break was commenced early. On April 4, a dredge began clearing away the old cribwork and deepening the site. A new pile wharf was substituted for the former cribwork.

Pile driving began on 1st May, and the wharf was handed over to the harbour master for use, on July 15th. The new pile wharf to replace the old cribwork is 172 feet in length by 35 feet in width.

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*Section 20C, Victoria Pier.*—The inshore, downstream end of the Victoria pier, which is of pilework, was damaged by the winter ice; some piles were broken, the caps and stringers broken and displaced, and the planking torn up. The area damaged was 1,525 square feet. On July 28, the work of repairing began by the driving of piles, putting on new caps and stringers where required and renewing the top planking. The work was completed on 22nd August.

*Section 20D.*—Two slips were cut for the ss. *Campana*, near the lower end of the pier, on the north or inshore side. They are 9 feet and 11 feet in width respectively, and extending 20 feet back from the face of the pier. The work began September 21 and was finished on the 29th.

*Section 20C and 20D.*—The pile wharf, forming the inshore half of the projection downstream of the Victoria pier (formerly the Thompson Line berth), was in a very rotten condition. The pile heads, caps, sleepers and planking were unsafe for use.

Renewal of the whole top of the wharf from low water line up was commenced on September 21, when the water had fallen to low summer level. The piles were cut off at low water level and new heads spliced on and new floorbeams, joints and planking built on top. Work was continued until stopped by the rising of the river, December 17, by which time an area of  $500 \times 50 = 25,000$  square feet had been renewed.

A considerable area at the upstream end of wharf yet remains to be renewed.

The old cribwork at the back of the pilework was renewed from low water up throughout a length of 550 feet, in conjunction with renewal of the pile work.

*Section 21.*—The coping and top planking of the wharf were renewed for a length of 52 feet.

The front of the wharf, for about 75 feet in length, was re-enforced by piles being driven and well bolted to the face of the cribwork.

*Section 23.*—The front of the wharf was broken by the heavy shoving of the winter ice, for a length of 123 feet. Two to four courses of face timber were renewed, new ties put in, new sleepers and top planking put on. Work began on 9th May, and finished 22nd May.

*Section 24.*—The front of the wharf was broken by the heavy shoving of the ice. For a length of 150 feet the front timbers were broken for three courses from the top, the planking torn off and some of the piles along the front of the wharf were broken and others torn out. The work of renewal was begun on the 25th April and completed on 8th May. Three new courses of face timbers were put on, new sleepers, and top planking renewed. Piles were also driven to replace those broken or torn out and the whole left in good order.

*Section 28 and 29.*—The shallow water wharf, from the end of the new concrete wharf in section 27, to opposite the jail, section 29, showed signs of weakness, and in order to prevent the winter current and ice from further weakening and possibly undermining the cribwork, piles were driven along the front; 50 piles were driven, close alongside of one another. Similar groups of piles, with alternating spaces, were repeated throughout the total length of 900 feet. The piles were cut off at about three feet above low water line, well bolted to the face of the crib work and a bevelled coping or waling piece, bolted on the top of the piles. The work began on the 3rd and was completed on 25th November.

*Section 30.*—A small repair was made to the top planking and coping of the wharf. New coping for a length of 18 feet was put on, and 50 feet of the top planking was renewed.

*Sections 31 and 33.*—160 piles were driven along the front of the wharf, cut off about three feet above low water, well bolted to the cribwork, and a coping piece bolted on the heads of the piles. 100 lineal feet of the face planking and 80 lineal feet of the top planking were renewed.



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*Section 34.*—The wharf, for a length of 90 feet, had pitched slightly forward, and had sunken about  $1\frac{1}{2}$  feet at the centre, and showed other signs of weakness. 12 tie rods, of  $1\frac{1}{2}$  in. diameter steel, 50 feet in length, were put in, well secured to the face timbers anchored to heavy blocks of timbers buried in the earth behind. Fifty piles were driven along the front, cut off at about three feet above low water level, well bolted to the face of the cribwork and a coping bolted on the top of the piles. The face of the wharf was then built up to proper level and the face and top planking renewed. The work was completed on November 2.

*Section 35.*—Some of the piles driven in former years along the front of the wharf, were torn out by the shoving of the ice in the spring, and the coping and top planking of the wharf somewhat broken. Twelve new piles were driven to replace those torn out, and the coping and top planking renewed for a length of 32 feet. The work was finished on July 27.

*Section 36, Denonville Ramp.*—The coping and guard rail of the ramp, on the upstream slope, which were broken by the ice, were renewed for a length of 31 feet.

*Section 37, Dominion Coal Co's. Hochelaga Towers.*—On the clearing away of the winter ice, the wharf leased to the Dominion Coal Co. was found to be damaged in several places, many piles were torn out and the top of the wharf was sunken in many places and the railway track displaced. Seventy-five piles, averaging 46 feet in length were driven along the front, cut off at about 6 feet below the top of the wharf and well bolted to the front. Three thousand two hundred square feet of the top of the wharf was raised, and the planking renewed in part and the railway tracks relaid.

*Section 40.*—The coping, top and face planking of the wharf, which were damaged by the shoving of the ice, were renewed for length of 25 feet of wharf.

*Section 41.*—The top of the wharf was damaged by the shoving of the ice; 30 lineal feet of new coping was renewed, two courses of front timbers renewed for 20 feet, and 30 lineal feet of the top and face planking were renewed.

*Section 42, Laurier Pier.*—The outer upstream corner of the Laurier pier was damaged by the heavy shoving of the ice in spring. The face timbers were pushed back and broken, the coping broken away and the face and top planking were torn off. Three courses of the face timbers of the upstream side and three on the outer face, for a length in each case of 25 feet, were renewed, new ties were put in, and heavy braces behind the face timbers. The crib filling was made up of rock, and the top and face planking, for a total length of 55 feet, were renewed. The work was completed on May 29.

*Section 43, Sutherland Pier.*—Fifty lineal feet of new coping was put on, and the top planking renewed for a length of 20 feet.

#### MACADAMIZING STONE.

The stone for macadamizing was, as usual, furnished unbroken by contract, and broken by the commissioners' own men.

The quantities used during summer for maintenance were:—

	Tons.
Sections 5 to 10 .....	13
“ 20 to 34 .....	1,134
“ 35 to 40 .....	8,554
“ 41 to 47 .....	429
Total tons .....	10,130

#### LATRINES, DRINKING TROUGHS, ETC.

The latrines, drinking troughs, wagons, water carts, barrows, life preservers, &c., were thoroughly repaired and painted during the winter and spring.

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The storing away of the latrines and other plant was begun on the 7th December and completed on the 15th.

## GENERAL REPAIRS AND PATCHING.

The ordinary general repairs to the planking and timber work of the wharfs were carried on throughout the summer.

## ROADWAYS.

The completion of the high level shore wharfs and piers between the entrance of the canal and the Victoria pier permitted of their being macadamized, when not previously done, and put into thoroughly good condition.

The repairing and maintenance of the older wharfs was liberally carried out and all the roadways were brought into thoroughly good condition.

## MAINTENANCE OF ELECTRIC LIGHTING.

The harbour lighting was continued throughout the summer, by the Montreal Light, Heat and Power Co., under an extension of the contract of 1899. Lighting was commenced on the evening of April 17, with 16 lamps, and 11 lamps were added on the 20th; on the 27th, 55 lamps were in use, and the number was gradually increased to 116 lamps on May 17, and by the 22nd, the whole circuit of 142 lamps was in use; on June 24, two new beacon lamps were added, and two more lights were added on 14th. All the lamps were kept in operation until the night of November 24, when the Windmill Point and Hochelaga lights were discontinued. The lighting of the central portion of the harbour was continued until December 4.

The greatest number of lamps in use at one time was 147, and the total lighting of the season was equivalent to 30,376 lamps for one night.

The total cost was \$4,526.25.

## DREDGING PLANT.

The dredging plant used in 1903, was all owned and operated by the commissioners. It consisted of four bucket or dipper dredges, one drilling and blasting boat, five floating derricks, five steam screw propeller tugs, three hopper bottomed scows of 200 cubic yards capacity, seventeen deck scows of a capacity of 150 cubic yards, and four of 67½ cubic yards, besides smaller scows, floats, &c. Further particulars of the vessels are given in the annexed tables.

All the dredging plant was wintered afloat, in 1902-3, near the Mackay pier, opposite the workshops, except dredges Nos. 1 and 3, and derrick No. 6, which had been hauled out in the fall of 1902, for extensive repairs during the winter, as also the tug *St. Peter*, for the purpose of rebuilding.

The dredges were served throughout the summer by the tugs *St. Peter*, *St. Louis*, *Aberdeen* and *Robert Mackay*. Service was also rendered about half the time by the *Courier* in carrying men and stores, and occasionally in towing scows, the other half of the service being given to the towing of timber for wharf building.

The dredges all continued steadily at work from their dates of commencement until the close of navigation in the fall.

Dredge No. 1 worked night and day from April 27 till November 25; No. 2 from April 21 till November 12; No. 3 night and day from April 23 till November 30, and No. 4 worked from April 22 to November 25. The night crew on dredge No. 2 was shifted to dredge No. 4 at times during the season, as circumstances required.

The aggregate number of shifts or watches during which they were on duty on the harbour works, reckoning all days of the day dredge and all nights and days of the night-and-day dredges, except those of Sundays and holidays, was: For No. 1, 363 day and night shifts; for No. 2, 261 day and night shifts; for No. 3, 371 day and night shifts, and for No. 4, 288 day and night shifts, making in all 1,283 shifts. The nominal working hours of each shift were eleven, except in spring and fall, when they were ten;



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and the aggregate for all the dredges throughout the season was 13,823 hours. The aggregate of actual working time, that is, the time which the dredges actually dredged, exclusive of that lost for repairs, changing positions, detention by ships, irregularities of scow service and all other causes, was 8,885 $\frac{3}{4}$  hours, or an average of 64 per cent, of the nominal working hours. The percentage of time of actual working is rather small, mainly because of the conditions incident to night work. Repairs, changing of buckets, changing of places of work, overtaking irregularities in scow service and such like, which, when working by day only could be made good by overtime, must, when working both night and day, be made good in working hours, and therefore involve detention.

Derricks Nos. 1 and 3 commenced night and day work on April 10, clearing ice off wharfs; No. 5 commenced on April 7, and worked by day only; No. 4 commenced day and night work on April 13, and No. 6 on the April 16.

Day and night work was stopped on all the derricks between November 19 and 26.

Drilling and blasting was commenced by the drill boat on May 1 and work was continued by day until July 13 and by night and day from that date to November 26.

*Sections 12 to 14.*—About 100 feet in width by 350 feet in length along the north face of Windmill Point wharf, section 11, was cleaned by dredging, also another strip about 80 feet wide by 300 feet long at the Allan berth, section 12, near the mouth of Lachine Canal. Area dredged, 59,000 square feet (1.36 acres); materials, hard pan and rock.

Quantity, 9,588 cubic yards. Expenditure, \$1,838.45. Cost per cubic yard: Dredging, 12.45 cents; unloading by derricks, 6.77 cents.

Of this amount \$1,459.98 was charged to places where the material was used and \$378.47 to dredging account.

*Sections 12S to 16S.*—An area of 138,800 square feet (3.186 acres) was cleared off to rock bottom, partly in preparation to obtain clean rock for concrete and to extend the basin, depth made 22 feet to 27 feet at low water. Materials, chiefly silt, stones and hard pan. Another area of 98,800 square feet (2.268 acres) was dredged to depths of 31 feet to 37 feet at low water, to obtain rock for concrete and to extend deep water area of basin. Material, chiefly shale rock, with seams of trap.

Total quantity, sections 12S to 16S, 139,626 cubic yards. Expenditure, \$34,799.84. Cost per cubic yard, dredging, 18.35 cents; unloading by derricks, 6.77 cents.

Of this amount \$21,634.35 was charged to places where the material was used and \$13,165.49 to dredging account.

*Sections 20A-20B.*—An area of 40,000 square feet (0.92 acre) was deepened to 36 feet to 37 feet at low water. Materials, silt and stones.

Quantity, 25,950 cubic yards. Expenditure, \$8,033.04. Cost per cubic yard: Dredging, 24.18 cents; unloading by derricks, 6.77 cents.

Of this amount \$4,062.94 was charged to places where the material was used and \$3,970.10 to dredging account.

#### DREDGING, MAKING CRIB FOUNDATIONS, BASINS, ETC.

The cost and character of the dredging in different parts of the harbour in 1903 are given below. All the quantities are either scow measurement from the tallied number of flat deck scow loads of measured average capacity, or box measurement from the tallied number of boxes placed on scows, containing four cubic yards per box.

The cost of dredging in each case includes its proportion of all the cost of maintaining and working the dredges, tugs and scows, but does not include the cost of unloading the dredgings from scows by derricks, which is separately given.

*Sections 7S to 11S, Windmill Point.*—Dredging for crib foundations comprised an area of about 88,920 square feet (2.04 acres), being chiefly blasted rock with a small proportion of unblasted rock.

Quantity, 55,619 cubic yards. Expenditure, \$15,346.28. Cost per cubic yard: dredging, 20.9 cents; unloading by derrick, 6.77 cents.

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Of this amount, \$7,673.12 was charged to places where the materia was used and \$7,673.16 to dredging account.

*Sections 7S to 11S, and sections 7 to 11, Windmill Point Basin.*—The dredging was partly of blasted rock, partly cleaning up areas formerly dredged and partly in solid rock, deepening the basin to 30 feet clear depth at extreme low water. Area dredged, 343,105 square feet (7.876 acres).

Quantity, 266,502 cubic yards. Expenditure, \$70,089.36. Cost per cubic yard : dredging, 19.65 cents ; unloading by derricks, 6.77 cents.

Of this amount, \$35,044.69 was charged to places where the material was used and \$33,044.67 to dredging account.

*Sections 20-21.*—About 208 feet in length of old cribwork fell forward into the basin. The old cribs and debris were cleared away to allows repairs to be made.

Quantity, 4,050 cubic yards. Expenditure, \$918.75. Cost per cubic yard : dredging, 15.91 cents ; unloading by derricks, 6.77 cents.

Of this amount, \$459.38 was charged to places where the material was used, and \$459.37 to dredging account.

*Sections 23-24.*—Dredging was done here to make foundations for the new wharf cribs, and consisted in clearing off debris, hard pan, &c., and levelling the rock deposited for foundations where scouring to great depths had occurred.

Quantity, 8,850 cubic yards. Expenditure, \$3,007.03. Cost per cubic yard : dredging, 27.2 cents ; unloading by derricks, 6.77 cents.

Of this amount, \$1,503.53 was charged to places where the material was used, and \$1,503.50 to dredging account.

*Sections 28 to 39, new channel through St. Mary's Current.*—Areas in this channel aggregating 1,195,000 square feet (27.4 acres) were dredged in general to 33 feet depth at extreme low water. Shale rock was reached at five points at depths of 29 feet 6 inches to 33 feet at extreme low water. Material dredged, nearly all coarse gravel and stones, a small proportion being silt and clay.

Quantity, 300,675 cubic yards. Expenditure, \$81,686.09. Cost per cubic yard : dredging, 20.39 cents ; unloading by derricks, 6.77 cents.

Of this amount, \$40,843.03 was charged to places, where the material was used and \$40,843.06 to dredging account.

*Section 47, Maisonneuve.*—An area of 14,000 square feet (0.3 acre) was dredged to 32 feet depth at extreme low water, chiefly to obtain sand for blinding macadamized wharf areas and, early in the year, in order to obtain material which could be handled cheaply for the purpose of completing the berth, section 17 which was urgently needed for the accommodation of ships. The dredging was done on the line of future wharf cribs and basin areas extension at Maisonneuve.

Quantity, 43,650 cubic yards. Expenditure, \$10,854.85. Cost by cubic yard : dredging, 18.09 cents ; unloading by derricks, 6.77 cents.

Of this amount \$5,427.43 was charged to places where the material was used and \$5,427.42 to dredging account.

*Aggregate Dredging.*—The aggregate quantity dredged at all places during the year was 854,510 cubic yards, box and scow measurement, and the average cost was 19.02 cents per yard. The material was carried on flat scows, either on the open deck from which it was unloaded by clam shells and floating derricks, or in four-yard boxes which were lifted and dumped by the derricks. All the dredged stuff thus unloaded by derricks was deposited in or behind cribwork for wharf building, and on the guard pier. The average cost of the whole derrick work, apart from the scow service, was 6.77 cents per cubic yard, scow or box measurement.

*Rock Blasting, Windmill Point Basin and Crib Seats.*—The rock drilled and blasted was Utica shale and trap, the trap being imbedded in the shale in beds, veins and pockets, in the proportion of about three-quarters of trap to one-quarter shale ;



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grade line of finished bottom, 37 feet to 30 feet below water surface at the time of working.

Grade of finished bottom on crib seats below extreme low water surface, 28 ft. ; grade of finished bottom in Windmill Point basin, 30 ft. Drill boat worked day and night from July 13 to November 26, 1903 :—working days, May 1 to November 26, 291 ; working time per day, 11 hours ; number of holes drilled and blasted on crib seats, 2,039 ; number of holes re-drilled and blasted on crib seats, 227 ; number of holes drilled and effectively blasted in Windmill Point basin, 1,158 ; average depth of each hole in rock in first blasting on crib seats, 9.3 ft. ; average depth of each hole in rock in re-drilling on crib seats, 2.8 ft. ; average depth of each hole in rock in drilling in Windmill Point Basin, 10.3 ft. ; average depth of each hole on crib seats from surface of water when drilling was done, 33.75 ft. ; average depth of each hole on crib seats from surface of water when drilling was done, in Windmill Point basin, 36.16 ft. ; quantity of rock drilled and effectively blasted, measured in solid, to six inches below finished bottom, on crib seats, 22,200 cubic yards ; quantity of rock drilled and effectively blasted, measured in solid, to six inches below finished bottom, on crib seats, in basin, 13,409 cubic yards. Total quantity, 35,609 cubic yards.

Cost of blasting crib seats, \$15,648.70 ; cost of blasting in basin, \$9,452.66 ; total cost, including depreciation of plant, \$25,101.36. Average cost per cubic yard, measured in solid, 70.489 cents.

The total outlay for working the whole fleet, except the drill boat, was \$226,736.26, which embraces the entire cost of working the plant and machinery, including repairs, outfit, wages, salaries, management charges, insurances, allowance for depreciation of plant, and all charges of every kind, except interest on capital. The allowance for depreciation of plant is \$19,257.26, and it includes not only the estimated depreciation of the plant in use in 1903, but that upon all the commissioners dredging plant whether in use or not. It is also to be noted in making comparison with previous years the depreciation was not included in the cost of dredging in any year previous to 1899.

The cost of maintaining and working the four dredges was \$90,640.01, or an average of \$70.64 per day per dredge and average of 10.6 cents per cubic yard dredge.

The cost of maintaining and working the five floating derricks for unloading scows was \$57,368.62, or \$36.91 average per day per derrick for 1,554 days' aggregate service, unloading dredge material and an average of 6.77 cents per cubic yard.

The cost of maintaining and working the five tugs which attended the dredges was \$44,673.85, an average of 25.64 per tug per day, and an average of 5.23 cents per cubic yard dredged.

The cost of the scow service was \$34,054.28, an average of 3.98 cents per cubic yard dredged.

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The following are the comparative quantities and costs of dredging and unloading for 1903 and for previous years:

Years.	Cubic Yards Dredge.	Total Costs Dollars.	Cost per Cubic Yard Cents.	Kind of dredges employed.
1875.....	151,719	68,979	45	
1876.....	156,082	56,462	35 <sup>50</sup> / <sub>100</sub>	
1877.....	173,499	45,103	26	
1878.....	211,731	48,748	23	
1879.....	189,609	41,006	21 <sup>60</sup> / <sub>100</sub>	
1880.....	186,430	46,914	25 <sup>10</sup> / <sub>100</sub>	
1881.....	170,764	54,128	31 <sup>60</sup> / <sub>100</sub>	
1882.....	187,339	53,598	28 <sup>60</sup> / <sub>100</sub>	Spoon dredges and stone lifters.
	9,429	13,254	\$1.40 <sup>60</sup> / <sub>100</sub>	Elevator dredges.
	196,768	66,852	33 <sup>96</sup> / <sub>100</sub>	Totals and average.
1883.....	36,358	17,956	49 <sup>88</sup> / <sub>100</sub>	Spoon dredges and stone lifters.
	6,990	19,385	\$2.77 <sup>10</sup> / <sub>100</sub>	Elevator dredges; lifting rock and boulders and clearing up.
	43,348	37,341	86 <sup>14</sup> / <sub>100</sub>	Totals and average.
1884.....	125,646	49,468	39 <sup>37</sup> / <sub>100</sub>	Spoon dredges and stone lifters.
1885.....	69,494	28,563	41 <sup>10</sup> / <sub>100</sub>	" " "
1886.....	57,728	25,772	44	" " "
1887.....	36,993	23,259	62	" " "
1888.....	73,150	36,690	50 <sup>16</sup> / <sub>100</sub>	" " "
	2,077	1,333	64 <sup>14</sup> / <sub>100</sub>	Elevator dredges.
	75,227	38,023	50 <sup>54</sup> / <sub>100</sub>	Totals and average.
1889.....	205,283	54,574	26 <sup>58</sup> / <sub>100</sub>	Spoon dredges and stone-lifter.
	9,420	2,996	31 <sup>80</sup> / <sub>100</sub>	Elevator dredge.
	214,703	57,570	26 <sup>81</sup> / <sub>100</sub>	Totals and average.
1890.....	186,670	53,674	28 <sup>80</sup> / <sub>100</sub>	Spoon dredges and stone-lifter.
1891.....	259,267	49,571	19 <sup>12</sup> / <sub>100</sub>	Spoon dredges.
	43,290	14,232	32 <sup>87</sup> / <sub>100</sub>	Elevator dredge.
	302,557	63,803	21 <sup>80</sup> / <sub>100</sub>	Totals and average.
1892.....	361,947	93,595	25 <sup>58</sup> / <sub>100</sub>	Spoon dredges.
1893.....	235,280	93,050	39 <sup>60</sup> / <sub>100</sub>	"
1894.....	312,430	98,858	31 <sup>64</sup> / <sub>100</sub>	"
1895.....	496,528	99,400	20 <sup>2</sup> / <sub>100</sub>	"
1896.....	401,938	103,317	25 <sup>100</sup> / <sub>100</sub>	"
1897.....	284,844	68,211	23 <sup>92</sup> / <sub>100</sub>	"
1898.....	456,458	61,012	13 <sup>37</sup> / <sub>100</sub>	"
1899.....	963,131	100,163	10 <sup>100</sup> / <sub>100</sub>	"
1900.....	1,323,871	163,541	12 <sup>25</sup> / <sub>100</sub>	"
1901.....	1,359,221	190,242	14	"
1902.....	1,179,726	217,986	18 <sup>48</sup> / <sub>100</sub>	"
1903.....	854,510	226,736	26 <sup>53</sup> / <sub>100</sub>	"

Interest and depreciation are not included in cost as given here.

Includes depreciation and every expense except interest.

The repairs to the hulls and machinery of the dredging fleet were, as usual, made by the commissioners' own men, with the exception of some heavy machine work and forging, and the making of castings, which were done at neighboring shops. The repairs to both dredges and derricks were heavy, mainly for the reason that they were worked both day and night, and that the dredging, where not in rock, was in very tough silt, which required the utmost power of the dredges to break it up.



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The following are the principal items of repairs made to the vessels during the year :—

*Dredge No. 1.*—Crank discs of main engine were re-keyed ; new rings put in piston on starboard side of main engine ; four new cylinder cocks were put on main engine ; the four-way valve on stern spud cylinder was renewed ; the thread and nuts of pump slide valve spindle were renewed. The A frame head had new bolts put in. Straps for holding back stays to kelsons renewed. The lower ends of the trusses of the boom were rebuilt, and the steel plates and shapes were replaced by steel castings ; new brackets for friction box put on boom ; one lower keeper hinge repaired ; the boom stay and two lower spud wires renewed. New side planking and frames ; new bilge kelsons put in ; hog frame braces strengthened with plates ; blocking for pillow block of 6 ft. sheave in hold renewed ; forward cross-beam put in ; new deck and covering board. Most of the heavy repairs were done in winter, and for this purpose the dredge was hauled out in the fall of 1902.

*Dredge No. 2.*—Large eye of main friction driving belt reformed so as to clear friction surface ; link motion and crossheads of main engine refitted ; new joint made between head and frame on port cylinder, main engine ; new wood lagging put on cylinders, of main engine ; gland of thrust cylinder bushed and re-bored ; main engine piston rods returned ; glands of main engine bushed and re-bored ; rings of piston in electric light engine renewed ; new pin put in valve rod of electric light engine ; crank discs of winch engine refitted ; four capstans lifted and relined throughout ; new pivot casting for foot of boom ; studs in friction box renewed ; loose rivets in dipper handle replaced by new ones ; new cap put on A frame ; safety valves re-ground and collars put in to stiffen the springs ; boiler furnaces re-riveted at flanges ; forty-four new tubes put in boiler ; three new stay bolts put in furnace end of boiler by order of boiler inspector ; brackets of inside belt of backing rigging re-riveted ; both back stays for A frame renewed ; one part of boom stay replaced ; two new plungers, one new crosshead and one new gland put on small pump.

*Dredge No. 3.*—Six foot sheave renewed at foot of boom ; six foot sheave in hold replaced by new one in two halves ; idler sheave on boom for carrying hoisting wire renewed ; sheave in hold for carrying backing chain renewed ; iron gear for swinging engine replaced by a cast steel one ; valve seats of small pump renewed ; piston rods of main engine re-turned ; piston of main engine refitted ; bushed and re-bored glands of main engines ; repaired top keeper on port side ; new flange put on exhaust pipe of swinging engine ; repairs done to main steam pipe ; all loose rivets in arm and boom replaced ; crank shaft bearing of stern winch rebabbitted. The forward and stern crossbeams of dredge were repaired by putting plates on side ; the forward and stern braces to hog frames were repaired by plates ; deck was patched up. Most of the heavy repairs were done in winter, and for this purpose the dredge was hauled out in the fall of 1902.

*Dredge No. 4.*—Port cylinder re-bored and new piston made for main engine ; link motion was all refitted ; new rings put in piston of electric light engine ; slide valve of electric light engine refaced ; new key put in crank discs of swinging engine ; new fibre put on driving belts of backing drum and stern anchor drum ; dipper handle was re-riveted.

*Derrick No. 1.*—Bearings of hoisting drum were rebabbitted ; caps of bearings of trip drums were rebabbitted ; complete set of new operating valves were built for the thrust cylinders ; drain cocks were put in covers of thrust cylinders ; dowels in crank pins, main engine, were renewed ; new pins were put in forked end of connecting rods on the swinging engines ; intermediate gear had new key ; exhaust pipe of swinging engine had a new flange put on at the cylinder ; steam pipe, swinging engine, had a new 2 inch globe valve at boiler ; the rocking pattern of grate bars were taken out and old style of stationary bars installed ; head sheet flanging of boiler was recaulked ; put in new baffle plate in smoke box ; new liner put on door of smoke box ; shaft of forward spud drum was found cut, so gear was bored out and babbitt cast around shaft. Some new side frames put in hull ; slight repairs done to deck.

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*Derrick No. 3.*—Link blocks were all overhauled and refitted ; new gear was put on hoisting drum ; bushings on shaft of trip drum had dowel pins fitted to keep them from turning ; trip drum bearings were rebabbitted ; complete set of new operating valves were built for thrust cylinders ; exhaust pipe of main engine was renewed ; the bearings of swinging engine drum were rebabbitted ; the bearings of intermediate shaft, swinging engine, were rebabbitted ; piping of swinging engine refitted ; head sheet around flanging in smoke box recaulked ; patch out on shell in smoke box ; new baffle plates put in smoke box ; tubes expanded in firebox end of boiler ; new lining put on furnace door ; the rocking pattern of grate bars replaced by old style of bars ; safety valves re-ground ; new try cocks were put on boiler ; collars were put on shaft of stern anchor drum to keep drum from shifting ; both capstans were lifted and plates on deck bushed with bronze bushes.

*Derrick No. 4.*—Complete set of new operating valves were built for thrust cylinders ; drain cocks were put in covers of thrust cylinders ; steam pipe of main engine was refitted ; forked end of connecting rods, swinging engine, had new pins ; pistons of the swinging engine were refitted ; gears of swinging engine were lined up so as to mesh properly ; new globe valve was put on steam pipe at boiler ; exhaust for swinging engine was changed and put above ; furnace door had new lining ; new try cocks and pit cock at bottom of water column of boiler ; bevel gear on anchor shaft was refitted ; casting on starboard side, holding leg of A frame to hull, was renewed ; the bolting through the spud slide and the casting for the foot of the A frame on the port side was overhauled and plates put on where bolts were sinking into wood.

*Derrick No. 5.*—Complete set of operating valves for thrust cylinder put in ; piston of main engines refitted with new rings ; gears of swinging engines lined up and made to mesh properly ; patch put on the shell of smoke box ; new liner put on furnace door ; electric light engine overhauled ; boiler was recovered with asbestos covering. Front deck was repaired.

*Derrick No. 6.*—Bearings of trip drum were rebabbitted ; complete set of new operating valves were built for thrust cylinders ; put in drain cocks in covers of thrust cylinders new key in bevel gear anchor drum shaft ; new pins put in forked end of connecting rods of swinging engine ; pistons of swinging engine refitted ; new key put in intermediate gear of swinging engine ; new pins put in socket of valve spindle of throttle valve ; new key put in pinion on crank shaft ; put patch on shell in smoke box ; some tubes re-expanded ; safety valves reground ; new try cocks put on boiler ; new lining put on furnace door ; new grate bars put in ; main clutches of anchor drums were lined up ; all anchor drums lifted and lined up. New forward slides put in for 21 x 27 inch spuds ; new A frame put up ; deck and hull were repaired where rotten. Derrick hauled out in fall, for winter repairs, on Commissioner's hauling out slip at Guard Pier.

*Tug Aberdeen.*—Bushes of high pressure valve chest rebored and new valve put in ; cast bronze around main valve spindle ; new spindle put in for cut-off valve ; pistons taken out and new rings put in valves and new set screws put in plungers ; both cylinders were logged with wood similar to Mackay ; part of suction pipe for injector renewed ; new smoke stack and hood put on ; coal bunkers were scraped painted and lined with wood ; smoke box of boiler was repaired where plating was bad ; engines of steering gear was thoroughly overhauled and new sprocket and chain put on ; brackets with rollers were placed for tiller ropes at places where wires tend to cut bulkhead ; new stem was put in throttle valve ; new spindle and valve put in one safety valve. Rail of tug was patched ; small repairs done to wheelhouse.

*Tug Robert Mackay.*—The high pressure piston was refitted and ground ; horse shoes of thrust block were rebabbitted on the go-ahead side ; new key put in high pressure eccentrics ; new throttle valve put in with bevelled seats ; oil pipes for crank pin put in so as to oil while engine was in motion ; air pump thoroughly overhauled, 48 new valves put in and 15 springs ; all leaky joints of boiler were re-caulked ; a number of leaky rivets in fire box were upset ; plunger of feed pump was found to be cracked, put



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in new one of brass ; a positive oil feed pump were put in to replace lubricator of main engine ; lubricator of air pump was moved up to engine room ; steering gear was thoroughly overhauled. Rail of tug was patched up.

*Tug St. Peter.*—The tug *St. Peter*, which was built in the winter of 1874-5, was hauled out in the fall of 1902 and was built almost entirely new. The hull was entirely new except the keel and stern-post. The engine was all renewed except main framing, cross-head connecting-rod and crank shaft. A new Fitzgibbon boiler was put in, a new steam steering gear was installed.

*Drill boat.*—Large pump had new valve rod and glands ; both small pumps were thoroughly overhauled ; a small engine of blacksmith's forge was repaired ; all the drills were overhauled and repaired where necessary ; large boiler had new ash pan and new lining for door ; small boiler had new tubes and crown sheets ; both boilers had new grate bars ; speed engines were overhauled and the valve-seats re-bored and new valves made ; safety valves were re-ground. Deck under large and small boilers was renewed ; blocking under pumps was renewed ; roof was repaired.

Appended are tables giving additional particulars of the dredging work and dredging plant in 1903.

Yours respectfully,

JOHN KENNEDY,  
*Chief Engineer.*

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## HARBOUR DREDGING.

STATEMENT showing particulars of cost of working the different vessels employed in Harbour Dredging in 1903.

Vessels.	Repairs and Maintenance.	Fuel.	Wages of Crews.	Proportion of Salaries of Staff.	Estimated Depreciation of Plant.	GRAND TOTALS.		Service, Days or Nights.	Cost, per Day or Night.
						Cost.	Total Cost.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.
Dipper dredge No. 1.....	13,097 55	3,058 77	7,995 01	765 85	1,360 62	26,277 80	.....	263	72 39
" No. 2.....	7,014 62	2,623 53	6,067 98	513 91	1,402 29	17,622 33	.....	261	67 51
" No. 3.....	13,358 07	4,070 30	8,136 31	815 99	2,704 93	27,999 98	.....	371	75 47
" No. 4.....	6,156 55	2,808 91	6,523 07	546 44	2,704 93	18,739 90	.....	288	65 06
Totals.....	39,626 79	12,561 51	28,742 37	2,642 19	7,067 15	90,640 01	.....	1,283	70 64
Floating derrick No. 1.....	1,388 41	1,696 63	6,263 61	326 34	753 04	10,428 03	.....	343	30 40
" No. 3.....	2,077 02	1,825 59	6,345 61	361 63	1,060 31	11,670 16	.....	346	33 72
" No. 4.....	2,773 22	1,555 58	6,180 62	338 69	514 03	11,369 14	.....	351	32 37
" No. 5.....	3,161 79	640 77	4,990 38	280 10	516 88	9,589 92	.....	170	56 41
" No. 6.....	5,340 34	1,708 72	6,355 40	417 74	496 17	14,318 37	.....	344	41 62
Totals.....	14,740 78	7,427 29	30,135 62	1,724 50	3,340 43	57,368 62	.....	1,554	36 91
Tug Robert Mackay.....	1,740 73	4,949 34	4,886 11	388 90	1,362 55	13,327 63	.....	455	29 29
" Aberdeen.....	3,076 21	4,677 59	4,784 91	405 56	955 62	13,899 89	.....	450	30 55
" St. Peter.....	803 01	2,115 84	2,115 13	147 73	598 79	5,076 50	.....	200	25 38
" St. Louis.....	946 84	1,229 15	1,919 49	122 79	1 19	4,219 46	.....	193	21 87
" Courier.....	182 90	361 57	1,345 17	61 42	160 09	2,111 15	.....	223	9 46
Tugs Dumb and Nasmith.....	3,108 82	1,051 83	1,700 40	177 67	.....	6,071 45	.....	216	28 10
Totals.....	9,948 51	13,591 32	16,751 21	1,304 07	3,078 24	44,673 35	.....	1,742	25 64
Scows and sundry plant.....	26,995 63	32 24	.....	1,254 97	5,771 44	.....	34,054 28	.....	.....
Grand totals.....	91,311 66	33,612 36	75,629 20	6,925 73	19,257 26	226,736 26	.....	.....	.....





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Scows.	No. 17.....	75 0	20 2	6 0	1876	Capacity.	All wood.
1 Flat deck Scow,	No. 18.....	75 4	20 4	6 3	1876	67 1/2 cubic yds.	"
1 " "	No. 19.....	75 6	20 3	6 3	1878	67 1/2	"
1 " "	No. 20.....	75 6	20 3	6 3	1878	67 1/2	"
2 " "	Nos. 21 & 22.....	85 0	25 0	7 5	1891	150	"
2 " "	Nos. 23 & 24.....	85 0	25 0	6 9	1891	150	"
2 " "	Nos. 25 to 29.....	85 0	25 0	6 9	1892	150	"
5 " "	Nos. 31 to 35.....	85 0	25 0	6 9	1893	150	"
2 Dump Scows,	Nos. 36 & 37.....	106 0	26 10	9 6	1899	200	"
1 " "	No. 38.....	106 0	26 10	9 6	1900	200	"
2 Flat Deck,	Nos. 39 & 40.....	85 0	25 0	6 9	1903	150	"

Flat Scow No. 30 was seriously damaged in 1903 and was broken up.



**HARBOUR DREDGING.**  
**STATEMENT showing the number of days worked by each Dredge and the quantity dredged at each place in the Harbour of Montreal in 1903.**

Dredges.	Place at which Dredging was done.	TIME OF SERVICE.		QUANTITY DREDGED.		Character of Soil.
		Days.	Total.	Cubic Yards.	Total Yards.	
Dredge No. 1.	Windmill point cribs, sections 7s to 11s.	41		24,367		Chiefly blasted rock with small proportion unblasted.
	11s. .... basin, sections 7 to 11 and 7s to basin between canal and Alexandra pier, sections 12 to 14	251		160,331		Partly blasted and part solid rock and cleaning up.
	Shoal between Mackay and Alexandra piers, sections 12s and 14s.	7		8,350		Hardpan and rock.
	Crib seats, sections 23.	43		33,042		Silt, stones and hardpan.
	Ship channel, sections 22 to 39	18		8,850		Hardpan and cleaning up.
" No. 2.	Ship channel, sections 22 to 39	3		1,800		Coarse gravel and stones, some silt and clay.
	Windmill point cribs, sections 7s to 11s.	19	363	20,604	236,740	Chiefly blasted rock, with small proportion unblasted.
	11s. .... basin, sections 7 to 11 and 7s to basin between canal and Alexandra pier, sections 12 to 14	38		41,050		Partly blasted and part solid rock and cleaning up.
	Shoal between Mackay and Alexandra piers, sections 12s to 14s.	2		1,238		Hard pan and rock.
	Military basin, sections 20 and 21	92		58,153		Silt, stones and hard pan.
" No. 3.	Ship channel, sections 22 to 39	5		4,050		Old cribs and debris.
	Shoal between Mackay and Alexandra piers, sections 12s to 14s.	59		51,750		Coarse gravel and stones, some silt and clay.
	Maisonneuve, sections 46 and 47	46		33,000		Silt and sand.
	Windmill point cribs, sections 7s to 11s.	15	261	7,800	209,845	Chiefly blasted rock, with small proportion unblasted.
	Shoal between canal and Alexandra pier, sections 12s to 14s.	5		2,100		Silt, stones and hard pan.
" No. 4.	Shoal between Mackay and Victoria piers, sections 20s and 20s.	32		17,100		Silt and stones.
	Ship channel, sections 22 to 39	312		194,925		Coarse gravel and stones, some silt and clay.
	Maisonneuve, sections 46 and 47	7		6,000		Silt and sand.
	Windmill point cribs, sections 7s to 11s.	13	371	2,848	227,925	Chiefly blasted rock, with small proportion unblasted.
	11s. .... basin, sections 7 to 11 and 7s to shoal between Mackay and Alexandra piers, sections 12s to 14s.	110		65,121		Partly blasted and partly solid rock and cleaning up.
" No. 5.	Shoal between Mackay and King Edward piers, sections 15s and 16s.	51		49,931		Silt, stones and hard pan.
	Shoal between Mackay and Victoria piers, sections 15s and 16s.	7		5,400		" " "

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tions 20a and 20b.....	15				Silt and stones.
Ship channel, sections 22 to 39.....	84				Coarse gravel and stones, some silt and clay.
Maisonneuve, sections 46 and 47.....	8	288		180,000	Silt and sand.
Grand total.....		1,283		854,510	





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## HARBOUR DREDGING.

STATEMENT showing cost of Harbour Commissioners' Dredging by different dredges, with their proportion of tug and scow service for 1903.

Vessels.	DREDGE SERVICE.	TUG SERVICE.	SCOW SERVICE AND SUNDRIES.	DREDGE WITH TUG AND SCOW SERVICE ADDED.		TIME OF SERVICE.	Cost per Working day of Dredge.	QUANTITY DREDGED.	Average cost per cubic yard.	Additional cost for unloading by derricks.	PROPORTION OF MATERIALS DREDGED.	
	Cost.	Proportion of Cost.	Proportion of Cost.	Cost.	Days or Nights.						Earth.	Rock.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.			\$ cts.		cts.	cts.	p. c.	p. c.
Dipper dredge No. 1 .....	26,277 80	12,039 49	9,635 02	43,552 31	303		133 75-2	236,740	20-50	6-77	13	87
" 2 .....	17,622 33	9,087 85	6,927 62	33,637 80	261		128 88--	209,845	16-03	6-77	56	44
" 3 .....	27,999 98	12,918 04	9,847 34	50,765 36	371		136 83-3	227,925	22-27	6-77	96	4
" 4 .....	18,739 90	10,027 97	7,644 30	36,412 17	288		126 43-1	180,000	22-29	6-77	49	51
Totals and averages .....	90,640 01	44,673 35	34,054 28	169,367 64	1,283		132 00-8	854,510	19-82	6-77	53	47



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## APPENDIX No. 9

REPORT OF THE PILOTAGE AUTHORITY OF QUEBEC FOR THE YEAR  
ENDING DECEMBER 31, 1904.

QUEBEC, January 18, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to transmit you, herewith, in duplicate the commissioner's report as pilotage for the year 1904, as also the various statements containing the information yearly conveyed to your department.

Yours respectfully,

JAS. WOODS,  
*Secretary-Treasurer.*

QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE AUTHORITY  
FOR THE YEAR 1904.*(Under 36 Victoria, Chapter 54, Section 22.)*

QUEBEC, January 2, 1905.

To the Honourable RAYMOND PRÉFONTAINE,  
Minister of Marine and Fisheries, &c., &c., &c.,  
Ottawa.

SIR,—In compliance with the requirements of 'The Pilotage Act' 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners as pilotage authority, for the year 1904.

## SERVICE OF THE PILOTAGE STATIONS.

The operations of the year began on April 16, when the pilot schooner *La Vigie* left with four pilots on board.

On April 28 the pilot schooner *La Mouette* left with five pilots for the pilotage station.

Since then the pilotage station has been supplied with pilots during the season through the Intercolonial Railway and the pilot schooners.

## OLD PILOTS.

Previous to the opening of navigation all the old pilots, nine in number who had attained the age of sixty-five years and over, were summoned before the commissioners under the authority of the 32nd section of the 'Pilotage Act' in order to ascertain whether they were capable of performing their duties as pilots for another year. Eight of them were found to be competent and their branches were accordingly renewed for another year. One pilot whose eyesight certificate was not satisfactory had the leave of absence granted him in 1903 renewed for another year.

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SUPERANNUATIONS.

Two pilots have been placed on the pension list during the year 1904, viz. :—Jos. Gravel and Jean Evariste Adam.

Mr. Gravel had been piloting for 49 years, and retires from the service with a very good record.

Mr. Adam has had 34 years of service and leaves it with a clear record.

DEATHS.

Four pilots have died during the year, namely :—

Paul Paquet, jr., April 9.

Napoléon Pouliot, May 29.

Joseph Pouliot, July 4.

Jean-Baptiste Patoine, November 4.

Pilot Paul Paquet, jr., was admitted in 1881, pilot Napoléon Pouliot in 1888, pilot Joseph Pouliot in 1863, and pilot Jean-Baptiste Patoine in 1875.

The commissioners are pleased to have to place it on record that, not a complaint or casualty stains the records of those four pilots during their long and honourable term of service.

TRIALS.

During the season of 1904, complaints have been lodged by ship masters or their agents against four pilots. In two of the cases, that is in regard to the complaints lodged against the pilots of the *ss. Verax* and *Athenia*, the cases were withdrawn from the jurisdiction of the commissioners by the Honourable the Minister of Marine and Fisheries under the provisions of the amendments recently made to the Shipping Casualties Act of 1901, and dealt with by an official of the Department of Marine and Fisheries.

In the other two cases, the pilots were found guilty, one of them being dismissed from the pilotage service and the other fined \$100.

Three complaints were lodged against pilots for neglecting to report accidents to the vessels in their charge, according to the provisions of the pilotage by-law No. 13.

One complaint was dismissed for want of proof. Another was withdrawn upon satisfactory explanations being given and in the third case the pilot was fined \$10.

A statement annexed to this report conveys all the particulars as to the nature of the complaints and the result of the investigations.

ADMISSION OF APPRENTICE PILOTS.

Fourteen apprentice pilots who had completed their apprenticeship term of seven years, have received their branches, and have been placed on the active list of pilots, after passing highly creditable examinations before the commissioners, assisted by a number of the most experienced pilots, and by Capt. Salmon, late of the Department of Marine and Fisheries, Ottawa, as nautical Examiner and Examiner in seamanship.

Their names according to their order of seniority are as follows :—Joseph Delisle, Jules Lachance, Auguste Santerre, Arthur Larochelle, Raoul Lachance, William Langlois, Ernest Bernier, Arthur Baquet, Jules Lamarre, George Larochelle, Adelard Delisle, Pierre L. Lachance, Alexandre Larochelle, Joseph A. Dupil.

COMPLAINTS AGAINST PILOTAGE SERVICE.

Complaints of delay in getting their pilots at Bic during the month of November last have been made by the masters of the *ss. Bjorgvin*, *Heros*, and *Cape Breton*.

The commissioners have been carefully inquiring into the justness of those complaints, and at their last pilotage meeting held on December 29, examined the log book of the pilotage schooner, and heard the evidence of the captain then in charge as



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to the reason of the detention to those vessels. No conclusion was arrived at, as the commissioners wished to have the evidence of the crew of the pilot schooner, and therefore postponed consideration until another meeting, when those witnesses would be summoned to attend.

Outside of those complaints, the commissioners would repeat the recommendation that they made last year, that is, that they consider the present schooner and boat service is altogether inadequate for the present needs, and should be at once replaced by a proper steam tender service.

The commissioners would also respectfully again submit for the consideration of the Honourable the Minister of Marine and Fisheries a copy of the report made in July last by a special committee of their board, who had carefully examined into this question and a copy of the resolution passed by the commissioners endorsing this report.

#### PILOTAGE EARNINGS.

According to a return received from the secretary-treasurer of the Corporation of Pilots for and below the harbour of Quebec, their gross earnings for the season have been \$109,597.28 and the total expenses \$22,407.23, leaving a net balance of \$87,190.05 to be divided among the pilots on the active list, giving them earnings of \$820 each.

Out of the sum of gross earnings of \$109,597.28, British vessels gave a return of \$109,225.73 and foreign vessels \$371.55.

#### DIRECTORS OF THE CORPORATION OF PILOTS.

At the annual meeting held on December 10 last, the pilots elected the following directors to their corporation for the ensuing year, viz.: Alfred Larochelle, Joseph H. Talbot, Alfred Raymond, Onesime Larochelle, Alphonse Pouliot and Samuel Rioux, and at the subsequent meeting held on December 12, Mr. Alfred Larochelle was elected president.

Annexed to the present report are the various statements not herein alluded to which contain all the information yearly conveyed to your department by the commissioners in their capacity of the pilotage authority.

I have the honour to be, sir,  
Your most obedient servant,

JAS. WOOD,  
*Secretary-Treasurer.*

QUEBEC, July 25, 1904.

Messrs. the Quebec Harbour Commissioners,  
Quebec, P. Q.

SIRS,—Your committee beg to report that after hearing the evidence of several pilots, the captain of the Rimouski mail tender *Rhoda* and others, and the opinions of the representatives of shipping interest at Montreal as well as at Quebec, they are of the opinion that the pilot station at Bic and the schooner service provided by the Corporation of Pilots for the Lower St. Lawrence has become unsuited to the requirement of the pilot service, owing to the changed character in the trade in the 40 odd years which have elapsed since its establishment.

This is also abundantly proved by the fact that regular ocean liners, trading to the St. Lawrence, have not embarked or landed their pilots at Bic for many years past. Father Point being a promontory and the telegraph station, steamers prefer to embark and disembark their pilots there, rather than to run the risk of delay in finding the pilot schooner off Bic. They consequently have paid an extra charge at Father Point rather than proceed to Bic.

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We would therefore recommend ; that the Corporation of Pilots be authorized to discontinue their Bic station and schooners, in so far as the service of steamers is concerned, and in place of these establish a steam tender service from Rimouski or Father Point ; and, that the Federal Government be requested to have the steamers arriving from sea boarded by the quarantine doctor, at the same time as the pilot, and where no illness exists, receive clearance, and so avoid the risk and delay involved in stopping all steamers at Grosse Isle. In the event of their being any infectious disease on board, vessels to be sent to Grosse Isle for clearance as at present.

Until such time as the changed service has become established and proved capable of providing for the requirements of sailing vessels as well as steamers, one schooner to be maintained at Bic.

Yours respectfully,

(Sgd.)	W. M. MACPHERSON,
"	HAROLD KENNDY,
"	J. B. LALIBERTÉ,

QUEBEC, January 2, 1905.

EXTRACT from the minutes of a meeting of the Quebec Harbour Commissioners held at their office, Dalhousie Street, on Monday the 18th day of August, 1904.

Resolved ; That this board strongly endorse the majority report of the special committee on pilotage stations and direct the secretary to forward copies of both reports to the Department of Marine and Fisheries, Ottawa, and urge upon the minister the immediate carrying into effect of the recommendations made.

JAS. WOOD,  
*Secretary-Treasurer.*



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STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on December 31, 1904; the number who retired, struck off the active list, or died during the year; the number temporarily suspended; the number who were unable to serve; the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Moortages.	
1	Charles F. Brown.	78	Quebec.	4	4	2	
2	Paul Paquet.	74	St. John, Orleans.	4	3	2	
3	George Normand.	75	Craie Island.	3	2	2	
4	Numa Lachance	70	Quebec.	7	9	2	
5	Joseph Paquet	68	"	0	0	0	Not yet passed.
6	Louis Ed. Morin.	67	"	11	10	1	Employed Thomson Line. Pres. of Corporation of Pilots.
7	Moise Lachance.	68	St. John, Orleans.	2	3	1	Employed Thomson Line.
8	Hubert Raymond.	66	Quebec.	11	10	1	Employed by Dominion Coal Co. & Black Diamond Line.
9	Joseph Pouliot	62	"	0	0	0	Died on July 14, 1904.
10	Edmond Larochelle.	62	St. Michel.	1	2	2	One of the Directors of Corp. Pilots.
11	Laurent Godfroy.	62	St. Laurent, Orleans.	3	4	2	
12	Adelme Pouliot.	65	"	4	3	2	
13	Rth. Pepin dit Lachance.	60	St. John	15	17	1	Employed by Black Diamond Line.
14	F. X. Delisle	60	Quebec.	9	8	1	"
15	D. E. Boulanger.	62	Tadoussac.	1	1	1	Captain of Pilot Boat and Station at Saguenay.
16	Cyprien Langlois	61	St. John, Orleans.	3	2	2	
17	Charles Normand.	59	Quebec.	19	20	1	Employed by Black Diamond Line.
18	Napoléon Rioux	8	St. Petronille, Orleans.	8	8	1	"
19	J. B. Tremblay	62	Quebec.	0	0	0	One of the Directors of Corp. of Pilots.
20	R. Baquet dit Lamontagne	60	Notre Dame, Lévis.	15	14	1	Employed by C. P. R. SS. A. Lines.
21	F. X. Lamarre.	59	St. Valer	2	5	1	
22	Moise Pouliot.	57	St. John, Orleans.	5	1	1	
23	Paul Gobeil.	59	"	4	4	2	
24	C. A. Raymond.	57	Chateau Richer.	2	5	1	Thomson Line.
25	Victor Vézina	60	Quebec.	12	15	1	"
26	Onesime Larochelle.	58	St. Michel, Bellechasse.	17	17	1	Allan Line. One of the Directors of Corp. of Pilots [elected at last election.
27	Arbel Bernier.	60	"	3	4	1	
28	Louis R. Demers.	59	Quebec.	15	15	2	Employed by Quebec Steamship Co.
29	Vital E. Chamberland.	65	"	0	0	0	Office keeper.
30	Joseph G. Dupil.	58	"	20	17	1	Employed by Allan Line.
31	Joseph Fortier.	61	St. John, Orleans.	0	0	0	One of the Directors. Corp. of Pilots.
32	Hector Lachance.	60	"	4	10	1	Employed by Holme Line.

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33	C. Audet dit Lapointe.....	60	St. Michel, Bellechasse.....	3	3	2	Employed by Black Diamond Lin.
34	Joseph Lapointe.....	62	St. Laurent, Orleans.....	4	3	2	
35	Pierre Pepin dit Lachance.....	56	Montreal.....	14	14	1	
36	Isidore Noël.....	61	St. John, Orleans.....	0	0	2	Sick all the season.
37	J. E. Adam.....	55	Trois Saumons.....	4	0	0	Employed by C. P. R. SS. A. Line.
38	Alfred Larochele.....	55	St. Michel, Bellechasse.....	15	14	1	[Pilots at last election.
39	L. Corriveau.....	58	Quebec.....	4	4	1	
40	Elzéar Godbout.....	57	".....	16	18	1	Black Diamond Line.
41	Pierre Gobeil.....	57	St. John, Orleans.....	3	4	2	
42	T. Pepin dit Lachance.....	60	Montreal.....	11	12	1	
43	A. T. Simard.....	54	St. Joseph, Lévis.....	13	18	1	Head Line.
44	J. B. Patoiné.....	54	Montreal.....	0	0	0	Died on November 16, 1904.
45	Narcisse Lavoie.....	56	Ste. Luce, Rimouski.....	4	4	2	
46	J. E. Couillard.....	54	Quebec.....	5	4	2	Employed by Intercolonial Coal Co.
47	L. A. Royer.....	60	".....	10	11	1	Thomson Line.
48	Onésime Noël.....	53	St. John, Orleans.....	13	13	1	
49	M. Baillargeon.....	55	Quebec.....	4	3	2	
50	F. X. Deneules.....	53	St. John, Orleans.....	7	10	1	Manchester Line.
51	L. H. Lapiere.....	55	Notre Dame, Lévis.....	5	4	1	
52	J. E. Lachance.....	51	Quebec.....	8	9	1	French Line.
53	D. A. Bouffard.....	51	St. Laurent, Orleans.....	4	3	1	
54	J. T. St. Laurent.....	54	Quebec.....	20	21	1	Dominion Line.
55	J. G. Dugas.....	53	St. Joseph, Lévis.....	6	6	2	Black Diamond Line.
56	J. V. Goudeau.....	58	Ste. Petronille, Orleans.....	5	6	1	Carbray Son & Co.
57	L. T. Delisle.....	51	Trois Pistoles.....	5	2	1	
58	J. Bte. Couillard.....	54	Cap St. Ignace.....	2	5	2	Suspended to November 30, 1904.
59	Chs. Pelletier.....	55	St. Michel, Bellechasse.....	3	4	0	
60	Nazaire Delisle.....	56	Quebec.....	0	0	0	
61	J. E. Bonnaventure Lavoie.....	53	Ste. Luce, Rimouski.....	4	3	2	Employed by Manchester Line.
62	Adjutor Baillargeon.....	51	Quebec.....	8	10	1	Allan Line, One of the Directors of Corp. of Pilots
63	Samuel Rioux.....	52	".....	16	21	1	[elected at last election.
64	C. O. Clavet.....	51	St. Michel, Bellechasse.....	13	15	1	
65	Paul Lachance.....	49	Quebec.....	20	18	1	Allan Line.
66	Arcadius Jourin.....	47	Ste. Luce, Rimouski.....	4	3	2	
67	Paul Lachance.....	50	St. John, Orleans.....	15	11	1	Leyland Line.
68	Joseph Pontiot.....	49	".....	8	15	1	"
69	Joseph Larochele.....	48	St. Michel, Bellechasse.....	4	2	1	C. P. R. SS. A. Lines.
70	Adjutor Lachance.....	47	Quebec.....	7	17	1	Moss Line.
71	F. Gaudreau.....	54	".....	12	12	1	Carbray Son & Co.
72	Arthur Koenig.....	54	L'Islet.....	7	5	1	Captain Pilot Boat.
73	Eugène Anctil.....	46	Ste. Anne, Lapocatière.....	1	0	0	
74	David Dumas.....	52	Notre Dame, Lévis.....	4	2	2	
75	Joseph Lachance.....	51	St. Laurent, Orleans.....	13	12	1	Employed by Black Diamond Line.
76	Aph. Pontiot.....	53	Chateaux Richer.....	3	4	2	One of the Directors of Corp. of Pilots elected at last election.
77	E. Normand.....	46	Cap St. Ignace.....	3	3	1	
78	J. Bte. Bernier.....	46	L'Islet.....	15	15	1	Employed by Donaldson Line.
79	J. Barquet.....	44	St. John, Orleans.....	14	14	1	Black Diamond Line.
80	J. A. Lachance.....	43	Quebec.....	5	4	1	



STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &amp;c.—Continued.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Moorage.	
81	Art. Baillargon.....	48	Quebec.....	12	13	0	Employed by Black Diamond Line.
82	Joseph Vézina.....	44	St. Laurent, Orleans.....	3	4	2	
83	Hern. Guenard.....	47	St. Thomas, Montmagny.....	4	4	2	
84	Elzéar Desrosiers.....	52	Quebec.....	4	3	0	Master of Red Island Lightship.
85	J. A. Irvine.....	49	Green Island.....	0	0	2	
86	F. Bouffard.....	48	St. Laurent, Orleans.....	5	2	1	
87	Jules Asselin.....	44	Bionville, Lévis.....	2	5	2	
88	P. Marmen.....	46	Beauport.....	5	1	0	Employed by Thompson Line.
89	Lucein Lachance.....	44	Quebec.....	14	13	0	" Dominion Line.
90	Camille Bernier.....	47	".....	17	21	1	" Carbray Son & Co.
91	Moise Blouin.....	54	St. John, Orleans.....	3	5	2	
92	Moise Godbout.....	45	Quebec.....	6	6	1	
93	Alf. Gandbout.....	52	Cap St. Ignace.....	4	2	1	
94	Alf. Raymond.....	44	Quebec.....	0	0	0	One of the directors of Corp. of Pilots, re-elected at last election.
95	P. Lachance.....	45	St. John, Orleans.....	13	13	1	
96	J. H. Talbot.....	43	Barthier.....	0	0	0	"
97	Moise A. Lachance.....	42	St. John, Orleans.....	4	2	1	"
98	L. F. Thivierge.....	39	".....	4	3	2	Employed by Black Diamond Line.
99	J. E. Lachance.....	39	".....	3	4	2	
100	Alp. Asselin.....	40	Quebec.....	1	0	0	Captain of Pilot Boat.
101	Ed. Larochelle.....	39	St. Michel, Bellechasse.....	15	11	0	Employed by C. P. R. SS. A. Lines.
102	Joseph Plante.....	39	St. Paul Bay.....	3	4	2	Black Diamond Line.
103	Alp. Paquet.....	39	Quebec.....	10	10	1	Carbray Son & Co.
104	Nap. Pouliot.....	46	St. John, Orleans.....	0	0	0	Died on May 29, 1904.
105	Ad. Bernier.....	44	Quebec.....	12	13	1	Employed by C. P. R., SS. A. Lines.
106	Ad. Vézina.....	35	St. Michel, Bellechasse.....	5	1	2	
107	J. B. Pouliot.....	35	St. John, Orleans.....	15	15	2	Employed by Donaldson Line.
108	J. Thivierge.....	36	".....	4	3	2	
109	L. Lachance.....	35	".....	8	8	1	Employed by Black Diamond Line.
110	E. Langlois.....	43	".....	4	4	1	
111	H. Doiron.....	45	St. Joseph, Lévis.....	5	4	2	
112	Joseph Delisle.....	31	St. John, Orleans.....	2	2	0	Licensed on July 20.
113	Jules Lachance.....	21	Quebec.....	5	3	0	"
114	Aug. Santerre.....	22	St. Michel, Bellechasse.....	2	2	1	"
115	Art. Larochelle.....	24	".....	1	3	0	Employed by Carbray Son & Co.

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116 R. Lachance.....	24	St. Joseph, Lévis.....	2	1	0	Licensed on July 20.
117 W. Langlois.....	25	Quebec, St. Jean.....	2	1	0	"
118 E. Bernier.....	22	St. Michel, Bellechasse.....	3	3	1	"
119 Art. Baquet.....	21	Lévis.....	1	3	1	"
120 Jules Lamarre.....	21	St. Valier.....	2	2	1	"
121 George Laroche.....	26	St. Michel, Bellechasse.....	2	2	1	"
122 Adélard Delisle.....	25	Quebec.....	2	2	0	"
123 P. L. Lachance.....	21	" Michel, Bellechasse.....	6	6	1	Licensed on August 29, 1904.
124 Alex. Laroche.....	21	Quebec.....	2	2	1	"
125 J. A. Dupil.....	28		1	1	1	Employed by Carbray Son & Co. September 26, 1904.

Certified,

JAS. WOODS,

*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE.  
QUEBEC, January, 1905.



## QUEBEC HARBOUR COMMISSION.

STATEMENT of trials held during the year 1904, before the Quebec Harbour Commissioners under the authority of the Pilotage Act, 36 Vic., Chap. 54 and 45 Vic. Chap. 32 Sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
D. A. Bouffard.....	Colliding with the ss. <i>Athenia</i> off Point St. Laurent on July 12.		Withdrawn from Commissioners jurisdiction and dealt with by the Dept. of Marine and Fisheries.
J. A. Bernier ....	Colliding with ss. <i>Verax</i> off Point St. Laurent on July 12.		Withdrawn from Commissioners jurisdiction and dealt with by the Dept. of Marine and Fisheries.
Moïse Lachance.....	Grounding the ss. <i>Torden-skjold</i> on Hare Island Reef Sept. 14.	October 24..	Found guilty and dismissed from the pilotage service.
Alex. Larochelle.....	Grounding the ss. <i>Torden-skjold</i> on White Island Reef Sept. 30.	October 25..	Found guilty and fined \$100.
Moïse Art. Lachance...	Neglect in reporting accident to the ss. <i>Truma</i> on Sept. 14 or 15 when in his charge as Pilot.	Sept. 26...	Fined \$10.
Moïse Lachance.....	Neglecting to report accident to the ss. <i>Saphir</i> on July 11 when in his charge as Pilot.	Sept. 26...	Dismissed for want of proof.
Paul Paquet.....	Neglecting to report accident to the ss. <i>Snel</i> on Sept. 5 when in his charge as Pilot.	Sept. 26...	Case withdrawn.

LIST of apprentice pilots immediately under the Quebec Harbour Commissioners Pilotage Authority on December 31, 1904.

Number	Names.	When indentured.	Remarks.
1	George Dugal.....	April 11, 1871 .....	Absent since the fall of 1877.
2	Ernest Nolet.....	March 19, 1874.....	Absent since the fall of 1878.

Certified,

HARBOUR COMMISSIONER'S OFFICE,  
QUEBEC, January 2, 1905.

JAS. WOODS,  
Secretary-Treasurer.

SESSIONAL PAPER No. 23

(Translation)

QUEBEC, December, 31 1904.

F. GOURDEAU, Esq.,  
Deputy Minister Marine & Fisheries,  
Ottawa.

SIR,—I have the honour to transmit to you a detailed statement, in duplicate, of the moneys received and expended by the Decayed Pilot Fund of Quebec, for the past year; also a similar statement, in duplicate, of the moneys received and expended by the Corporation of Pilots; all of which have been revised and attested.

The total amount of receipts received by the Corporation of Pilots for pilotage was .....	\$109,597 28
The total expenditure including the 7% deposited in the Fund .....	22,407 23
Leaving a net balance of .....	87,190 05
Giving each a net dividend of .....	\$820 00

Seven foreign vessels paid in only \$371.55 and 772 British vessels paid in \$109,225.73.

All of which is humbly submitted.

(Signed) F. X. DION,  
Secretary-Treasurer.

THE CORPORATION OF PILOTS.

STATEMENT of moneys received and expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1904.

RECEIPTS.		PENSIONERS AT THE EXPENSE OF THE FUND.	
	\$ cts.		
To balance of 1903 .....	6,904 54	<i>Amount paid to each during the year from November 1, 1903, to November 1, 1904, inclusive. The whole paid from January 1, 1904 to December 31, 1904.</i>	
To percentage or contribution of pilots .....	7,668 53	<i>Eight Pilots at \$216.</i>	
To interest on investments .....	4,512 00		\$ cts.
To interest from savings bank .....	268 81	Couillard, Jos. Philippe .....	216 00
To St. Fulgence Fabrick, remitted. ....	500 00	Genest, Edouard .....	216 00
	19,853 88	Pouliot, Joseph, died February 11, 1904. ....	60 60
EXPENDITURE.		D'Amours, Achille .....	216 00
By pensions .....	10,134 81	Brown, Joseph .....	216 00
By relief .....	727 78	Pouliot, Joseph, jr. ....	216 00
By expenses .....	17 50	Gravel, Joseph, pensioned February 15, 1904. ....	153 60
By salaries .....	616 66	Lachance, Moise, pensioned October 25, 1904 .....	4 11
By loan to the Corporation of Pilots .....	1,000 00		1,298 31
By deposits in savings bank .....	7,315 63	<i>One Pilot at \$196.</i>	\$ cts.
By balance on hand .....	41 50		
	19,853 88	Chouinard, Thomas .....	196 00
TO RELIEF.		<i>Two Pilots at \$176.</i>	
Adam, J.E. ....	200 00	Dick, Ovide .....	176 00
Pâquet, Joseph .....	200 00	Lapointe, Cyrille .....	176 00
Pouliot, Joseph, deceased July 14, 1904. ....	135 57		352 00
Patoine, J.-Bte, deceased October*25, 1904. ....	192 21		
	727 78		



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STATEMENT of moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Continued.*

<i>One Pilot at \$158.</i>		\$	cts.	<i>Eight Widows at \$106.</i>		\$	cts.
Raymond, Léandre.....	158 00			Widow Curodeau, Pierre.....	106 00		
<i>One Pilot at \$100.</i>				" Bernier, Jos. F.-X.....	106 00		
Forbes, James.....	100 00			" Crépault, Louis.....	106 00		
WIDOWS.				" Pouliot, Paul.....	106 00		
<i>Twenty-three Widows at \$116.</i>				" Mercier, Magloire.....	106 00		
Widow Bernier, J.-Bte.....	116 00			" Roy, Alexis.....	106 00		
" Bouffard, David.....	116 00			" Langlois, Philéas.....	106 00		
" Dufresne, Jérémie.....	116 00			" Labrecque, Léon.....	106 00		
" Caron, Maximin.....	116 00			<i>Nine Widows at \$100.</i>		848 00	
" Damours, David.....	116 00			Widow Fournier, Amable.....	100 00		
" Delisle, Magloire.....	116 00			" Glynn, Dennis.....	100 00		
" Després, Auguste.....	116 00			" Lavoie, A. (L. M.).....	100 00		
" Gobeil, Antoine.....	116 00			" Noël, Henri.....	100 00		
" Jouvin, Hilaire, died July 12, 1904.....	80 99			" Ross, Pierre.....	100 00		
" Laprise, Louis.....	116 00			" Langelier, Fabien.....	100 00		
" Langlois, Paul.....	116 00			" Langlois, Julien.....	100 00		
" Gobeil, Jean.....	116 00			" Dion, Joseph.....	100 00		
" Lapointe, Antoine.....	116 00			" Dion, Alfred.....	100 00		
" Pouliot, J.-Bte.....	116 00			<i>Five Widows at \$96.</i>		900 00	
" Ménard, Régis.....	116 00			Widow Levesque, Joseph.....	96 00		
" Pouliot, Jean.....	116 00			" Pineau, Benjamin.....	96 00		
" Dumas, Charles.....	116 00			" Lachance, Ovide.....	96 00		
" Dumas, François.....	116 00			" Pelletier, David.....	96 00		
" Vaillancourt, Alexandre.....	116 00			" Pouliot, Napoléon, pensioned May 29, 1904.....	44 77		
" Vézina, Charles.....	116 00			<i>Three Widows at \$80.</i>		428 77	
" Baquet, Annibal.....	116 00			Widow Côté, Célestin, died February 6, 1904.....	21 30		
" Demers, Victor.....	116 00			" Lachance, F. X., died January 16, 1904.....	16 90		
" Pouliot, Joseph, pensioned July 14, 1904.....	34 35			" Turgeon, Edouard.....	80 00		
	2,551 34			<i>Two Widows at \$68.</i>		118 20	
<i>Fourteen Widows at \$112.</i>				Widow Morency, Guillaume.....	68 00		
Widow Guénard, Michel.....	112 00			" Dallaire, Napoléon.....	68 00		
" Gourdeau, Théophile.....	112 00				186 00		
" Delisle, Jean.....	112 00			<i>Four Widows at \$64.</i>			
" Marticotte, Isaie, died May 2, 1904.....	56 60			Widow Côté, Magloire.....	64 00		
" Morency, Joseph.....	112 00			" Caron, Fabien.....	64 00		
" Lachance, Joseph.....	112 00			" Turgeon, Alfred.....	64 00		
" Thivierge, Louis, died September 7, 1904.....	95 67			" Larochelle, Laurence.....	64 00		
" Forgues, Narcisse.....	112 00				256 00		
" Delisle, F. X.....	112 00			CHILDREN.			
" Laprise, Pierre.....	112 00			<i>Fourteen Children at \$30.</i>		\$	cts.
" Lemieux, Pierre.....	112 00			Child of Boutin, Thos., arrears (1).....	6 50		
" Dumas, Hubert.....	112 00			" " acct.....	22 50		
" Lamarre, Jean Frs.....	112 00			" Couillard, Xavier, arrears.....	39 00		
" Ruelland, Pierre.....	112 00			" " years.....	30 00		
	1,496 27			" Dugas, Jean, inf. (1).....	30 00		
<i>Nine Widows at \$110.</i>				" Forbes, Isaac, inf., (2).....	30 00		
Widow Doiron, Eustache.....	110 00			" Giroux, Jean, inf., (1).....	30 00		
" Gaudreau, Frs., died September 5, 1904.....	93 27			" Langlois, Joseph, inf., (1).....	30 00		
" Genest, Amable, died January 29, 1904.....	26 90			" Toussaint, Pierre, inf., (1).....	30 00		
" Lapointe, Joseph.....	110 00			" Plante, Joseph, inf., (1).....	30 00		
" Demers, Edouard.....	110 00			" Chouinard, Charles, inf., (1).....	30 00		
" Fortin, Nicholas.....	110 00			" Gobeil, Jean, inf., (1).....	30 00		
" Després, George.....	110 00			" Babin, Damase, inf., (1).....	30 00		
" Sansterre, Adélard.....	110 00			" Descondes, Pierre, inf., (1).....	30 00		
" Paquet, Paul, pensioned April 9, 1904.....	61 75			" Noël, François, inf., (1).....	30 00		
	841 92				454 00		

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STATEMENT of moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—*Concluded.*

RECAPITULATION OF PENSIONS.		\$ cts.	RECAPITULATION OF PENSION.— <i>Con.</i>		\$ cts.
8 Pilots at \$216.....		1,298 31	23 widows at \$116.....		2,551 34
1 " 196.....		196 00	14 " 112.....		1,496 27
2 " 176.....		352 00	9 " 110.....		841 92
1 " 158.....		158 00	8 " 106.....		848 00
1 " 100.....		100 00	9 " 100.....		900 00
13 Pilots.			5 " 96.....		428 77
			3 " 80.....		118 20
			2 " 68.....		136 00
			4 " 64.....		256 00
			77 widows.		
			14 children at \$30.....		454 00
					10,134 81
			In all 104 pensioners.		
DR.		\$ cts.	CR.		\$ cts.
RECEIPTS, DETAILS.			By relief and pensions paid during the year 1904 :—		
To balance of 1903.....		6,904 54	By relief.....		727 78
To Trustees of Quebec roads, 1 year's in- terest to July 1, 1904, on \$22,800 at 6 p.c.....		1,368 00	By arrears of pensions.....		45 50
To debentures of city of Quebec, class B, \$9,000 at 7 per cent.....		630 00	By expenses.....		17 50
To Treasury Department, 1 year's in- terest to July 1, 1904, on \$20,000 at 5 per cent.....		1,000 00	By quarter ended January 31, 1904.....		2,574 70
To Corporation of Pilots, 1 year's in- terest on \$2,500 at 4 per cent. ....		100 00	" April 30, 1904.....		2,501 95
To Church Wardens of St. Fulgence, 1 year's interest on \$1,500 at 5 p.c....		74 00	" July 31, 1904.....		2,542 55
To Church Wardens of St. Valier, 1 year's interest on \$15,000 at 4 p.c....		600 00	" October 31, 1904.....		2,470 11
To Thomas Gray, year's interest on \$2,000 at 5 per cent.....		100 00	By salaries of secretary-treasurer and assistant.....		616 66
To Church Wardens of St. Romuald, 1 year's interest on \$16,000 at 4 p.c....		640 00	By deposits in savings banks.....		7,315 63
To Church Wardens of St. Fulgence, remitted.....		500 00	By loan to corporation of pilots.....		1,000 00
To Savings Banks, 1 year's interest Banque Nationale and Queen Bank.		268 81	By balance on hand.....		41 50
To contributions of pilots.....		7,668 53			19,853 88
		19,853 88	STATEMENT OF FUND.		
			Moneys loaned.....		89,800 00
			Moneys in savings banks.....		7,315 63
			Moneys on hand.....		41 50
					97,157 13
			Deduct arrears due.....		7 50
			Capital net.....		97,149 63

F. X. DION,  
*Secretary-Treasurer.*

N.B.—We, the undersigned, officially appointed to examine the books and accounts of the Decayed Pilot Fund of Quebec, certify having carefully examined them and found them correct.

J. A. LABRECQUE,  
*Accountant.*

R. PAQUET,  
ARTHUR BAILLARGEON,  
*Auditors.*



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F. X. DION in current account with the Corporation of Pilots of Quebec to  
December 31, 1904.

DR.	\$ cts.	CR.	\$ cts.
To balance of 1903.....	874 90	By expenses pilot boats.....\$	913 21
Reserve fund.....	1,000 00	Less.....	15 00
Pilots' retirement fund.....	2,000 00		898 21
Loan from pilots' fund.....	1,000 00	By pilot boats, <i>La Vigie</i> .....	229 44
Customs, Montreal.....	56,815 32	Expenses of pilots.....	1,028 18
" Three Rivers.....	853 39	General expenses.....\$	1,246 74
" Sorel.....	1,156 27	Less.....	12 52
" St. Thomas.....	173 84		1,234 22
" Tadousac.....	296 84	Provisions.....	1,411 02
" Trois Pistoles.....	69 61	Less.....	3 00
Intérêt, Banque Nationale.....	133 92		1,408 02
Fines.....	420 00	Rent.....	479 13
Lost time.....	652 08	Less.....	50 00
Pilotage collected at Quebec.....	50,232 01		429 13
		Seamen's wages.....	1,395 40
		Cook's wages.....	484 16
		Indemnity to directors.....	600 00
		" captains.....	285 00
		" Saguenay station.....	115 86
		Pilot boat shares.....	3,500 00
		Interest paid on loans.....	100 00
		Legal advisers.....	139 19
		Insurance.....	142 35
		Pilotage remitted.....	1,099 54
		Salaries of employees.....	1,650 00
		Reserve fund.....	1,000 00
		Decayed pilots' fund.....	7,668 53
		Dividends.....	91,779 35
		Balance.....	491 60
	115,678 18		115,678 18

F. X. DION,  
*Secretary-Treasurer.*

N.B.—We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots of Quebec, certify to having carefully examined them and found them correct.

J. A. LABRECQUE,  
*Accountant.*

R. BAQUET,  
ARTHUR BAILLARGEON,  
*Auditors.*

## APPENDIX No. 10

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN N.B., FOR THE  
YEAR ENDING DECEMBER 31, 1904.OFFICE OF PILOTAGE AUTHORITY,  
DISTRICT OF ST. JOHN, N.B., January 6, 1905.F. GOURDEAU Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to forward you under same cover, the annual returns for pilotage for this district for the year ending December 31, 1904, which I trust you will find in order.

I have the honour to be, sir,  
Your obedient servant,

J. U. THOMAS,  
*Secretary St. John Pilot Commissioners.*

OFFICE of Pilotage Authority, District of St. John, N.B., December 31, 1904.

REVENUE ACCOUNT.		\$ cts.	\$ cts.
Receipts—			
Licenses to 25 pilots at \$5.....		125 00	
" 6 boats at \$10.....		60 00	185 00
25 cents per foot on outward pilotage from port of St. John to date .....		1,956 65	
" " " " " Musquash to date.....		11 75	1,968 40
			2,153 40
Expenditures—			
Sundries.....		0 81	
Auditing accounts for 1903. ....		25 00	
J. & A. McMillan, stationery, etc.....		22 90	
Office rent, one year to November 1, 1904.....		100 00	
		1,000 00	
Salary Secretary-Treasurer, one year to date .....			1,148 71
Amount transferred to Pilot Fund Account.....			1,004 69
			2,153 40

J. U. THOMAS,  
*Secretary.*



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## STATEMENT of Pilot Fund Account for the Year ended December 31, 1904.

Dr.	\$ cts.	\$ cts.
To pensions paid three pilots.....	554 38	
" " widows and 3 children.....	1,325 00	
To funeral expenses two pilots..	40 00	
To balance.....		1,919 38
		8,811 94
Cr.		10,731 32
By balance December 31, 1903.....		9,444 67
By interest on Dominion Savings Bank deposit, 12 months to July 1, 1904, per pass-book No. 744.....	148 80	
Per pass-book No. 10,260.....	133 16	
		281 96
By amount from revenue account.....		1,004 69
		10,731 32
By balance to credit of pilot fund, December 31, 1904.....		8,811 94

J. U. THOMAS,  
Secretary

## STATEMENT of Finances, St. John Pilot Commissioners, December 31, 1904.

INVESTMENT ACCOUNT.	\$ cts.	\$ cts.
On deposit, Dominion Savings Bank, per pass-book No. 744..	5,108 81	
" " " " 10,260.....	3,155 88	
		8,264 69
CURRENT ACCOUNT.		
On deposit Bank of New Brunswick.....		547 25
		8,811 94

J. U. THOMAS,  
Secretary.

## SESSIONAL PAPER No. 23

## PILOTS' Individual Earnings for the year 1904.

	\$ cts.	\$ cts.
Total amount of pilotage received.....	32,550 42	
LESS—25c. per foot from outward pilotage for office expenses, Pilot Fund, &c.	1,956 65	30,593 77
<i>Contra.</i>		
Bennett, James.....	1,944 00	
Cline, Richard.....	919 48	
Cline, Alfred.....	294 12	
Cline, Richard B.....	639 05	
Doyle, James.....	1,950 47	
Doherty, Joseph.....	2,278 97	
Lahey, William.....	899 58	
Lahey, Frank L.....	1,882 80	
Miller, James H.....	1,886 61	
Murray, William.....	1,894 63	
Quinn, William.....	1,651 53	
Rogers, Bartholomew.....	1,949 60	
Reed, James.....	309 63	
Spears, James S.....	341 52	
Spears, Henry.....	1,618 25	
Spears, Martin.....	1,364 70	
Scott, William.....	1,495 68	
Scott, Richard.....	331 62	
Stone, Thomas J.....	2,322 47	
Sherrard, John L. C.....	1,894 83	
Thomas, John S.....	1,267 60	
Thomas, Robert.....	260 75	
Traynor, Thomas.....	1,195 88	30,593 77

J. U. THOMAS,  
*Secretary.*

## LICENSED Pilots, Port of St. John, N.B., for the year 1904.

Name.	Age.	Residence.	Remarks.
Bennett, James.....	47	St. John, N.B.....	
Cline, Richard.....	79	".....	
Cline, Alfred.....	47	".....	
Cline, Richard B.....	34	".....	
Conlin, Patrick.....	54	".....	
Doyle, James.....	67	".....	
Doherty, Joseph.....	58	".....	
Lahey, William.....	75	".....	
Lahey, Frank L.....	33	".....	
Miller, James H.....	27	".....	
Murray, William.....	30	".....	
Quinn, William.....	57	".....	
Rogers, Bartholomew.....	47	".....	
Reed, James.....	58	".....	
Spears, James S.....	59	".....	
Spears, Henry.....	53	".....	
Spears, Martin.....	47	".....	
Scott, William.....	48	".....	
Scott, Richard.....	53	".....	
Stone, Thomas J.....	51	".....	
Sherrard, John L. C.....	70	".....	
Thomas, John S.....	56	".....	
Thomas, Robert.....	63	".....	
Traynor, Thomas.....	51	".....	
McAnulty, John.....	66	Musquash, N.B.....	Licensed for Musquash only.

J. U. THOMAS, *Secretary.*



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RETURN of Vessels arriving at Port of Saint John (subject to pilotage), for the year ending December 31, 1904.

	British.	Foreign.	Total.
Schooners.....	73	135	208
Brigs and brigantines.....	1	.....	1
Barques and barquentines.....	11	28	39
Ships.....	5	2	7
Steamships.....	214	31	245
	304	196	500
Amount of Pilotage received.....	\$25,207 95	\$7,342 47	\$32,550 42

J. U. THOMAS,  
*Secretary.*

## APPENDIX No. 11

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX FOR THE  
YEAR ENDED DECEMBER 31, 1904.

HALIFAX, N.S., January 10, 1904.

Hon. Minister Marine and Fisheries,  
Ottawa.

SIR—I have the honour to transmit for the information of the department the following returns from the Pilotage District of Halifax, N.S.:—

Statement receipts and expenditures.  
Statement superannuation fund.  
Statement vessels entered inwards.  
Statement vessels entered outwards.  
Statement of list of pilots.  
Statement of list of pensioners

I have the honour to remain, sir

Your obedient servant,

FRANK J. PHELAN,  
*Secretary.*

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., December 31, 1904.

## RECEIPTS AND EXPENDITURES.

Balance on hand Dec. 31, 1903 .....	\$871 68
Amount overpaid pilots, 1903 .....	77 14
Interest .....	1,030 18
Commission .....	1,679 21
Outward pilotage .....	1,893 30
Licenses and bonds .....	206 00
	<hr/>
	\$5,757 51
Salary .....	\$600 00
Rent .....	325 00
Printing, telephone office expenses .....	316 63
Superannuation .....	4,093 66
Balance .....	422 22
	<hr/>
	\$5,757 51

FRANK J. PHELAN,  
*Secretary-Treasurer.*



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OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., January 1, 1905.

## SUPERANNUATION FUND.

Balance, Jan. 1, 1904. ....		\$26,919 54
Commission. ....	\$838 21	
Interest. ....	1,030 18	
Licenses and bonds.....	206 00	
Transferred from general account.....	2,000 00	
	<hr/>	
	4,084 39	
Less paid pensions.....	1,378 42	
	<hr/>	
		2,705 97
		<hr/>
		\$29,625 51

FRANK J. PHELAN,  
*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., December 31, 1904.

RETURN of vessels entered inwards at the Port of Halifax, N.S., from January 1, 1904,  
to December 31, 1904, subject to compulsory pilotage.

## BRITISH.

Schooners.	Barks.	Ships.	Barges.	Steamers.	Tons.	Pilotage.
81	12	2	19	706	975,393	\$ cts. 16,156 88

## FOREIGN.

23	15	.....	.....	58	95,702	2,042 70
----	----	-------	-------	----	--------	----------

RETURN of vessels entered outwards at the Port of Halifax, N.S., from January 1, 1904,  
to December 31, 1904, subject to compulsory pilotage.

## BRITISH.

Schooners.	Barks.	Ships.	Barges.	Steamers.	Tons.	Pilotage.
23	12	2	19	635	972,837	\$ cts. 8,315 12

## FOREIGN.

.....	12	.....	.....	58	94,701	995 70
-------	----	-------	-------	----	--------	--------

SESSIONAL PAPER No. 23

OFFICE OF COMMISSIONERS OF PILOTS,  
HALIFAX, N.S., December 31, 1904.

## List of pilots for the Port of Halifax.

No.	Name.	Age.	Residence.	Remarks.
1				
2	William Flemming	38	Halifax	
3	James Holland	68	Duncan's Cove	
4	William Baker	69	Halifax	
5	Lawrence Hayes	26	Herring Cove	2nd Class.
6	Frank Thomas	29	"	
7	Bernard Brackett	25	"	2nd Class.
8	William Hayes	30	"	
9				
10				
11	Edward Bayers	63	Halifax	
12	James Hanrahan	67	Ferguson's Cove	
13	William Beazley	64	"	
14	John Hayes	54	Halifax	
15	James Spears	46	"	
16	John F. Beazley	44	"	
17	William Gorman	30	Herring Cove	
18	Charles F. Martin	39	Halifax	
19	William White	47	Ferguson's Cove	
20	Thomas Hayes	44	Halifax	
21	Thomas Reyno	44	Herring Cove	
22	Frank Mackey	32	Halifax	
23	Henry Latter	40	"	
24				
25	John Holland	22	Ferguson's Cove	2nd Class.
26	James Flemming	65	Ketch Harbour	

## List of pensioners on Halifax District.

1905.	Name.	Residence.	Age.	Amount.
	Flemming, John	Ketch Harbour	91	\$ 200 00
	Hayes, Patrick	Herring Cove	82	200 00
	Reyno, Joseph	"	78	200 00
	Holland, Jeremiah	Duncan's Cove	72	200 00
	Nickerson, Mrs. L.	Sambro	70	75 00
	Martin, Mrs. C.		72	75 00
	Johnson, Mrs. J.	Bear Cove	72	75 00
	Glazebrook, Mrs. C.		59	75 00
	" Chas.		13	15 00
	Martin, Mrs. D.	74 LeMarchant St.	46	75 00
	" Leo		15	15 00
	" Elizabeth		12	15 00
	" Barbara		11	15 00
	" Catherine		9	15 00
	Gallagher, Mrs. B.	Gottingen St.	42	75 00
	" W. L.		7	15 00
	" Catherine		4	15 00
	Munro, Mrs. H.	Duke St		75 00

FRANK J. PHELAN,  
*Secretary-Treasurer.*



## APPENDIX No. 12

REPORT OF THE VICTORIA AND ESQUIMALT PILOTAGE AUTHORITY  
FOR THE YEAR ENDING DECEMBER 31, 1904.

VICTORIA, B.C., January 7, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour, by direction of the commissioners, to transmit herewith the pilotage returns for the pilotage district of Victoria and Esquimalt in the province of British Columbia for the year ending December 31, 1904, as required by section 22 of chapter 80 of the Revised Statutes of Canada, 1886, and trust the same will reach you in time for embodiment in your annual report or usual supplement thereto, the same system of audit has been pursued this year as last, and the audit certificate appended to account current or statement of receipts and expenditures. Owing to the chairman, Jno. G. Cox, being ill in bed, the returns are unsigned by said commissioners.

I have the honour to be, sir,  
Your most obedient servant,

EDGAR CROW BAKER,  
*Secretary-Treasurer, P.A.*

PILOTAGE Returns, Victoria and Esquimalt Pilotage District, B.C., January 1 to  
December 31, 1904.

## LIST OF LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	55	April 23, 1880..	Dec. 4, 1878..	Originally a B. C. pilot.
2	Sam. W. Bucknam.....	54	March 6, 1891..	March 6, 1891..	Victoria and Esquimalt District.
3	John Newby. ....	55	April 10, 1891..	April 10, 1891..	"
4	Thos. Bebbington.....	58	Feb. 25, 1893..	Feb. 25, 1893..	Originally N. W. and Yale pilot.
5	William Cox.....	48	May 13, 1902..	May 13, 1902..	Victoria and Esquimalt District.

N.B. —The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district.

There are masters and mates acting under license from this pilotage authority, all the certificates previously granted having expired by effluxion of time.

Clause I, II, III, page 213 supplement to 19th annual report, with reductions on pages 200 and 201 supplement to 21st annual report, and also those on pages 181 and 182 supplement to 26th annual report (*i.e.*, Order in Council, July 1, 1893) apply to this year also.

Same Acts and parts of Acts as last year apply to 1904, and list of exempted vessel and Puget Sound rates remain the same.

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

VICTORIA, B.C., December 31, 1904.

## SESSIONAL PAPER No. 23

PILOTAGE DUES collected, January 1 to December 31, 1904.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January.....	287 62	791 50	1,079 12	N.B.—The total \$12,205.37 does not include sums of \$300, collected from Puget Sound Steamers and \$70.75 pilotage outwards in certain cases to credit of Pilotage Authority.
February.....	243 50	613 25	856 75	
March.....	350 25	670 75	1,021 00	
April.....	331 00	597 75	928 75	
May.....	300 50	612 75	913 25	
June.....	263 00	807 88	1,070 88	
July.....	373 50	764 00	1,137 50	
August.....	413 25	670 62	1,083 87	
September.....	368 50	693 25	1,061 75	
October.....	291 50	739 25	1,030 75	
November.....	307 50	785 50	1,093 00	
December.....	224 75	704 00	928 75	
	3,754 87	8,450 50	12,205 37	

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

Audited and found correct.

A. B. FRASER, *Senior.*

VICTORIA, B.C., December 31, 1904.



Dr. RECEIPTS and EXPENDITURE, January 1 to December 31, 1904. Cr.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1904.		\$ cts.	1904.		\$ cts.
January 1 . . . . .	To Balance from last year. . . . .	1,084 02	February 4. . . . .	By V. and E. pilots, division surplus, 1903. . . . .	1,084 02
Jan. 1 to Dec. 31	Pilotage dues 12 months. . . . .	12,205 37	Jan. 1 to Dec. 31	V. and E. pilots, earnings as per receipts . . . . .	10,984 84
" " " "	Certificate fees, Puget Sound steamers. . . . .	300 00	" " " "	Secretary-treasurer, 12 months' salary . . . . .	600 00
" " " "	Pilotage outwards, in certain cases to credit of . . . . .		" " " "	Office expenses, rent, fuel, light &c. . . . .	360 08
" " " "	Pilotage Authority. . . . .	70 75	August 11. . . . .	Eberts & Taylor, legal opinion re By-Law. . . . .	15 00
			December 31. . . . .	Balance to credit of Pilotage Authority. . . . .	616 20
		13,660 14			13,660 14

Approved.

A. B. FRASER, SENIOR,  
JOSHUA KINGHAM,  
WILLIAM GRANT. } *Commissioners.*

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

Audited and found correct.

A. B. FRASER, *Senior.*

VICTORIA, B.C., January 4, 1905.

SESSIONAL PAPER No. 23

## APPENDIX No. 13

REPORT OF THE VANCOUVER PILOTAGE AUTHORITY FOR THE YEAR  
ENDING DECEMBER 31, 1904.

VANCOUVER, B. C., January 5, 1905.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose herewith statement of accounts and of the affairs of the Vancouver Pilotage District for year just ended, 1904.

At a meeting of the commissioners held to day, the accounts were audited and signed by the chairman, and I was instructed to forward same to you.

I have the honour to be, sir, your obedient servant,

C. GARDINER JOHNSON,  
*Secretary, Vancouver Pilotage District.*

No. of License.	Name of Pilot.	Age.	Service In.	Remarks.
1 1st class. ....	William Ettershank. ....	62	Licensed to pilot vessels of any size or description within the limits of the Vancouver pilotage district.	Active.
2 " .....	George W. Robertson. ....	54		"
3 " .....	H. Robson Jones. ....	49		"
4 " .....	Donald Patterson. ....	43		"
5 3rd " .....	Joseph R. Reardon. ....	41		"

NOTE.—Pilotage dues now in force are same as approved by Order in Council, Saturday, April 28, 1894.

*Inwards.*

14 British sailers. ....	\$ 420 75
9 Foreign sailers. ....	200 00
59 British steamers. ....	3,120 75
261 Foreign steamers. ....	4,635 88
	<hr/>
	\$ 8,377 38

*Outwards.*

13 British sailers. ....	499 00
9 Foreign sailers. ....	319 00
60 British steamers. ....	3,336 25
261 Foreign steamers. ....	4,669 12
	<hr/>
	\$ 8,823 37
	<hr/>
	\$ 17,200 75

Remaining in Port on December 31, 1904.—*Osterbek*, \$23.00; *Aorangi*, \$139.25.

C. GARDINER JOHNSON,  
*Secretary, Vancouver Pilotage District.*

Approved  
RICHARD ALEXANDER, *Chairman.*

4-5 EDWARD VII., A. 1905

*Receipts.*

Balance in Bank, January 5, 1904.....	\$	461 05
Pilotage earnings for year 1904.....		17,200 75
		<hr/>

*Disbursements.*

Paid pilots, January 5, 1904.....	\$	461 05
Paid pilots during year 1904.....		11,411 63
Office expense account 1904.....		1,034 45
*Pilotage expense account 1904.....		4,338 75
Balance in bank.....		415 92
		<hr/>
	\$	17,661 80

\*Pilotage expense account is increased this year by repairs to gasoline launch, i. e. \$269.70.

C. GARDINER JOHNSON,  
*Secretary, Vancouver Pilotage District.*

Approved,  
RICHARD ALEXANDER,  
*Chairman.*

## LEDGER BALANCE.

*Assets.*

Bank of Montreal.....	\$	415 92
Bank of Montreal—		
Savings department.....	\$	634 86
Interest, 1904.....		19 00
		<hr/>
	\$	653 86
		<hr/>
	\$	1,069 78

*Liabilities.*

Reserve fund.....	\$	634 86
Interest, 1904.....		19 00
		<hr/>
	\$	653 86
Pilotage earnings undisbursed.....		415 92
		<hr/>
	\$	1,069 78

C. GARDINER JOHNSON,  
*Secretary, Vancouver Pilotage District.*

Approved  
RICHARD ALEXANDER,  
*Chairman.*



## APPENDIX No. 14

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1904.

NANAIMO, B.C., January 3, 1905.

To the Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—By direction of the commissioners, I have the honour to inclose you a statement of the accounts of the Nanaimo Pilotage Authority, for the year ending December 31, 1904, as required by the provisions of the 'Pilotage Act, 1886.'

I have the honour to be, sir,  
Your obedient servant,

TULLY BOYCE,  
*Secretary.*

## PILOTAGE Returns for the year ending December 31, 1904.

LICENSED PILOTS.	
Names of Pilots.	Age.
Christensen, James.....	63
Butler, James Edgar.....	44
Owen, William David.....	38
Yates, Albert Francis.....	52
Gosse, Josiah.....	39

## RATES OF PILOTAGE.

Half pilotage.....	\$ 1 per foot draught.
Full ".....	2 " "
Gulf ".....	10 per diem.

Special rates for mail steamers and tugs.

4-5 EDWARD VII., A. 1905

## STATEMENT of Full Pilotage Collected from January 1 to December 31, 1904.

	British.	Foreign.	Total.
	\$ cts.	\$ cts.	\$ cts.
January .....	334 00	653 00	987 00
February .....	368 00	483 00	851 00
March .....	464 00	466 00	930 00
April .....	434 00	566 00	1,000 00
May .....	474 00	660 00	1,134 00
June .....	210 00	504 00	714 00
July .....	266 00	746 00	1,012 00
August .....	495 00	750 00	1,245 00
September .....	267 00	464 00	731 00
October .....	200 00	389 00	589 00
November .....	377 00	202 00	579 00
December .....	286 00	290 00	576 00
	4,175 00	6,173 00	10,348 00

## STATEMENT of Half Pilotage Collected from January 1 to December 31, 1904.

	British.	Foreign.	Total.
	\$ cts.	\$ cts.	\$ cts.
January .....		219 50	219 50
February .....	35 00	213 00	248 00
March .....		321 50	321 50
April .....		416 00	416 00
May .....	22 00	319 50	341 50
June .....		272 00	272 00
July .....		242 50	242 50
August .....		353 50	353 50
September .....	22 00	249 50	271 50
October .....	113 50	181 00	294 50
November .....	76 00	212 50	288 50
December .....	114 00	176 00	290 00
	382 50	3,176 50	3,559 00

## RECEIPTS and Expenditure from January 1 to December 31, 1904.

	\$ cts.		\$ cts.
To pilotage fees collected, as per enclosed statements .....	13,907 00	By salary of secretary and treasurer ..	600 00
		Rent, janitor, fuel, light, &c. ....	228 00
		Printing, postage and stationery ..	17 25
		Office repairs .....	1 75
		Commission to collectors .....	332 65
		Pilot station expenses .....	1,174 70
		Travelling and personal expenses ..	2,400 00
		Net earnings .....	9,152 65
	13,907 00		13,907 00

Approved,  
 THOMAS A. CONNELL,  
 H. B. SHAW,  
 P. GIBSON.

J. S. KNARSTON,  
*Chairman.*  
 TULLY BOYCE,  
*Secretary.*

# APPENDIX No. 15

## REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE YEAR 1904.

Pictou, N.S., March 1, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Inclosed please find statement pilotage returns for the Port of Pictou, N.S.,  
for the season of 1904.

I am, sir,  
Your obedient servant,

DODD DWYER,  
*Secretary.*

TOTAL amount received for Pilotage dues.

	\$ cts.	\$ cts.
Received from steamships.....	1,889 43	1,639 93
" sailing ships.....	250 50	
Of this amount—		
Received from British ships.....	215 50	1,639 93
" foreign ships.....	1,424 43	

Certified. A. B. BÉLANGER,  
*SS. Campana.*

## EARNINGS of Pilots, 1904.

No.	Name.	Age.	\$ cts.
1	Wm. A. Cook.....	66	316 74
2	Chas. Cook.....	56	404 96
3	Geo. W. Powell.....	53	270 17
4	Angus Smith.....	47	214 17
5	McG. Fraser.....	36	176 32
6	Wm. McPherson.....	29	.....
7	Willard Fraser.....	26	236 05
			1,618 43



RECEIPTS and Expenditures, 1904.

RECEIPTS.		\$	cts.	\$	cts.
Received pilotage, per statement. . . . .		1,639	93		
" from 7 pilot bonds . . . . .			7 00		
" " Capt. Bélanger . . . . .			40 00		
Balance due secretary . . . . .			314 00		
					2,000 93
EXPENDITURES.					
Paid pilots, pilotage. . . . .		1,618	43		
" secretary's salary. . . . .			200 00		
" balance due secretary . . . . .			182 50		
					2,000 93

WILLIAM FRASER,  
JOSEPH FOSTER,  
JOHN R. DAVIS,  
HECTOR McKENZIE,  
C. DWYER.

DODD DWYER,  
*Secretary.*

## APPENDIX No. 16

REPORT OF PILOTAGE AUTHORITY OF SYDNEY, C.B., YEAR ENDING  
DECEMBER 31, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Herewith please find returns in connection with pilotage authority, district  
of Sydney, year ending December 31, 1904.

Trusting the returns may be found correct.

I am, sir,  
Your obedient servant,

W. A. RICHARDSON,  
*Secretary, Pro tem.*

## STATEMENT OF RELIEF

Name.	Amount.
	\$ cts.
Maurice Doyle.....	50 00
Isabelle MacGillivray.....	30 00
Catherine MacGillivray.....	30 00
Margaret Petrie.....	30 00
Widow Daley.....	30 00
Mary Petrie.....	30 00
Widow McInnis.....	30 00
Widow Carroll.....	30 00
Pilot Wm. Ratchford.....	50 00
Pilot George Townsend.....	50 00
	360 00

4-5 EDWARD VII., A. 1905

## NAMES of Pilots and Earnings for the Year 1904.

No.	Name.	Amount paid.	No.	Name.	Amount paid.
		\$ cts.			\$ cts.
1	John Cann.....	776 37	23	James Fraser....	776 36
2	John Mullins.....	776 37	24	Walter Handrigan....	776 36
3	Lawrence Connell....	776 37	25	James Shannahan....	776 36
4	Lawrence Ling.....	776 37	26	William Langille....	776 36
5	J. B. McGillivray....	776 37	27	George B. Brown....	776 36
6	James Carroll.....	776 37	28	D. A. McInnis.....	776 36
7	John Carroll.....	776 37	29	James B. McGillivray....	776 36
8	Andrew Ratchford....	776 37			22,514 62
9	Thomas Ratchford....	776 37		APPRENTICES.	
10	Thomas McNeil.....	776 37	1	John Mahan.....	388 18
11	John McNeil.....	776 37	2	Thomas Burke.....	388 18
12	J. T. Laffin.....	776 37	3	Louis Carroll.....	388 18
13	D. D. Petrie.....	776 37	4	H. Ratchford.....	388 18
14	Bernard Mullins.....	776 37	5	George Spencer.....	388 18
15	William Brown.....	776 37	6	Ed. Petrie.....	388 18
16	Joseph Brown.....	776 37	7	John Boutilier.....	388 18
17	Vincent McGillivray....	776 37	8	Wm. McGillivray.....	388 18
18	Michael Curren.....	776 37			3,105 44
19	E. D. Cann.....	776 36			
20	Thomas Rudderham....	776 36			
21	Thomas Roberts.....	776 36			
22	John Fraser.....	776 36			

## NORTH SYDNEY.

	Tons.	Amount.
		\$ cts.
British steamers.....	79,508	1,776 98
Foreign ".....	127,698	4,005 05
British sail.....	9,840	374 00
Foreign sail.....	3,315	155 05
	220,361	\$ 6,310 90

## INTERNATIONAL.

	Tons.	Amount.
		\$ cts.
British steamers.....	185,921	4,939 00
Foreign ".....	395,630	10,484 50
British sail.....		
Foreign sail.....		
	581,551	15,423 50



SESSIONAL PAPER No. 23

SYDNEY.

	Tons.	Amount.
		\$ cts.
British steamers.....	167,478	3,384 00
Foreign ".....	65,900	1,817 50
British sail.....	1,032	82 50
Foreign sail.....		
	234,410	5,234 00

RECAPITULATION.

	Tons.	Amount.
		\$ cts.
North Sydney.....	220,361	6,310 98
International pier.....	581,551	15,423 50
Sydney.....	234,410	5,234 00
	10,363 22	26,968 48
Relief fund.....		144 50
		27,112 98

WHITE FLAG STEAMERS : Licensed 1904.

Name.	Class.	Amount.
		\$ cts.
Cape Breton.....	Steamer....	100 00
Louisbourg.....	".....	100 00
Restigouche.....	".....	100 00
Harlow.....	".....	100 00
Wasis.....	".....	100 00
Coban.....	".....	100 00
		600 00

STATEMENT of Receipts and Expenditure.

RECEIPTS.	\$ cts.	EXPENDITURES.	\$ cts.
Pilotage receipts.....	26,968 48	Paid pilots.....	22,514 62
Relief fund.....	144 50	" apprentices.....	3,105 44
White flag licenses.....	600 00	" relief.....	360 00
Pilot licenses.....	87 00	" 3 collectors, sec'y. and treasurer.	1,500 00
Boat.....	10 00	" commissioners (expenses).....	400 00
		" office rent and fuel.....	50 00
		" telephone.....	25 00
		" sundries, telegrams, etc.....	9 50
			27,964 56
			27,809 98
	27,809 98	Over expenditure.....	154 58



## SESSIONAL PAPER No. 23

## CHARLES H. LANG, PILOT No. 7, LISCOMBE.

April 14.....	Halifax.....	Schooner.....	Georgia.....	291	America.....	Longmire.....	11 00	20 00
July 4.....	Sherbrooke.....	".....	Lilian Blauvelt.....	190	Yarmouth.....	Capt. Godwin.....	8 00	14 00
September 26..	Halifax.....	Barque.....	Rosa Trappin.....	616	Trappain.....	.....	15 00	28 00
								62 00

## GEORGE H. RILEY, PILOT No. 8, LISCOMBE.

May 22.....	Ireland.....	Barque.....	Capella.....	646	N.W. Christina Olsen.....	13 00	15 00	28 00
July 7.....	.....	".....	Emily Maria.....	600	Norway.....	12 00	14 00	26 00
October 29.....	Tusket Wedge.....	Steam.....	Briardene.....	1658	English.....	15 34	16 34	31 68
November 13.....	.....	Barque.....	Alf.....	694	France.....	13 00	15 00	28 00
								113 68

## SETH MCKINLY, PILOT No. 5, LISCOMBE.

December 10..	Halifax.....	Schooner.....	Helen M. Shaftner.....	180	.....	5 00	
					Dacosta.....		

WILLIAM PRIDE,  
Secretary to Commission.



APPENDIX No. 18

REPORT OF THE PILOTAGE AUTHORITY OF ARICHAT, C.B., FOR THE YEAR ENDING DECEMBER 31, 1904.

ARICHAT, C.B., December 31, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR :—I inclose a report of the vessels piloted in the port of Arichat, C.B., during the year 1904, by the following pilots :—

Albert Bouchie, pilot No. 5—	
Brt. ss. <i>Harlaw</i> , 275 tons, in and out.....	\$15 00
John Gayetche, pilot No. 1—	
Barkentine <i>Glenville</i> , 298 tons, in and out.....	\$15 00
Schooner <i>Acacia</i> , 135 tons, in and out.....	9 75
Navigation is closed up about this time.	

Yours truly,  
  
ISIDORE LE BLANC,  
*Secretary, Pilotage Authority.*

APPENDIX No. 19

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO, N.S., FOR THE YEAR ENDING DECEMBER 31, 1904.

Report of the Pilotage Authority for the district of Parrsboro, N.S., for the year ended December 31, 1904 :—

7 British vessels paid.....	\$387 00
3 Foreign vessels paid.....	183 35
	<hr/>
	\$570 35
 Paid Pilot Robert Anderson.....	 \$526 65
Office contingencies.....	15 00
Commissioners expenses.....	10 00
Secretary for salary.....	18 70
	<hr/>
	\$570 35

No change in rates or pilots since last year.

E. GILLESPIE,  
*Secretary, Parrsboro Pilotage Authority.*

## APPENDIX No. 20

REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, FOR THE  
YEAR ENDING DECEMBER 31, 1904.

PUGWASH, January 13, 1905.

To the Honourable  
Minister of Marine and Fisheries.

SIR, — I beg to report on behalf of the commissioners of pilots for the ports of Pugwash and Port Philip, for the year ending December 31, 1904, as follows :—

No.	Names of licensed pilots.	Age.	No.	Names of licensed pilots.	Age.
1	Neil McKeiver .....	45	5	John Seaman .....	70
2	Clarence Reid .....	51	6	Andrew Seaman .....	62
3	George Cooper .....	53	7	Alfred E. Seaman .....	26
4	George Heather .....	60	8	George Tuttle King .....	25

Names of ships.	Nationality.	Tons.	Pilotage.	Pilots.
SS. Lum .....	Norwegian .....	791	\$ 36 00	Neil McKeiver.
Barque Alf .....	" .....	650	34 00	John Seaman.
SS. Hydonia .....	German .....	1,541	64 39	George Heather.
Barque Normanvic .....	Norwegian .....	680	34 00	Andrew Seaman.
" Gamma .....	" .....	575	32 00	" "
SS. Normand .....	" .....	1,350	55 75	Alfred E. Seaman.
SS. Glitra .....	" .....	1,426	59 17	Andrew Seaman.
SS. Hydonia .....	German .....	1,542	65 00	Alfred Seaman.
SS. Bylgia .....	" .....	1,294	53 23	Neil McKeiver.
SS. Gaman .....	Swedish .....	1,601	72 04	George Heather.
Barque Saturnes .....	Norwegian .....	580	32 00	Neil McKeiver.
SS. Sophia .....	" .....	854	38 00	George Heather.
Pilotage for extra moving and mooring .....			575 58	
In addition to the above amount the pilots have collected from schooners as follows :—			55 00	
Andrew Seaman .....			\$ 5 00	
Neil McKeiver .....			10 80	
Tuttle King .....			15 00	
John Seaman .....			11 50	
Total .....			42 30	
Total .....		12,884	672 88	

The above amount has been earned by the pilots so employed, and they have been paid, I holding receipts for the same.

Eight ships Norwegian, 1 Swedish, 3 German ; total, 12 ; tonnage, 12,884.

A number of schooners enter this port each season, that do not employ a licensed pilot.

4-5 EDWARD VII., A. 1905

No accident of any kind has happened to any vessel entering or leaving this port during the shipping season of 1904.

There is no pilotage fund in this port.

The above report is most respectfully submitted.

I am, sir, your most humble and obedient servant.

ELIAS KING,

*Secretary of Pilotage Authority for ports Pugwash and Port Philip.*

## APPENDIX No. 21

### REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, FOR THE YEAR 1904.

BUCTOUCHE, N.B., January 31, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I herewith transmit annual report of the pilotage authority district of Buctouche for the year 1904.

The amount of pilotage collected is considerable of an increase over that of the last few years.

Yours truly,  
JOHN C. ROSS.

PILOTAGE returns, district of Buctouche, province of New Brunswick, for the year 1904.  
Act 36 Vict., cap. 54, sec. 24.

1st. Names and ages of pilots licensed:—Joseph Crossman, age 53 years; Joseph Belleisle, age 48 years.

2nd. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz.: One dollar and fifty cents per foot draught of water, both inward and outward bound.

4th. Total amount of pilotage dues paid, \$167.50. Of this amount \$78 was paid by 2 foreign vessels (Norwegian), the balance (\$89.50) by 3 steam barges and 1 schooner, all British.

5th. The pilotage dues as above were paid to the pilots who performed their duties as such to the respective vessels.

6th. No new licenses were issued nor expenses incurred by the pilotage authority during the year.

JOHN C. ROSS,  
*Secretary of Buctouche Pilotage Authority.*

BUCTOUCHE, N.B., January 31, 1905.



## APPENDIX No. 22

### REPORT OF THE PILOTAGE AUTHORITY OF RICHIBUCTO, N.B., FOR THE YEAR ENDING DECEMBER 31, 1904.

REXTON, KENT Co., N.B., November 29, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—We the Pilot Commissioners of the port of Richibucto, N.B., send you our annual report for this port, ending November 30, 1904, which please kindly acknowledge.

The annual meeting of pilots and commissioners of this port met in Mr. W. Brait's office, Rexton on March 30, W. Brait, Esq., chairman.

Minutes of last year's meeting read and accepted.

George Long, formerly a pilot of this port, having made written application for renewal of pilot license was approved and license granted.

The following five pilots were granted licenses for the season of 1904:—William Irving, No. 1; James W. Long, No. 2; Albert A. Long, No. 4; John A. Curwen, No. 5; George Long, No. 6.

Eight vessels of 3,583 tons register loaded deals here and sailed for British ports.

One hundred and fifty schooners, about 10,000 tons register, loaded and sailed coastwise.

No casualties to report. Depth of water, 13 feet on bars o.s.

Yours respectfully,

JAMES GORDON,  
*Secretary of Pilot Commissioners.*

[illegible]

APPENDIX No. 24

REPORT OF THE PILOTAGE AUTHORITY OF ST. ANDREWS, N.B.,  
FOR THE YEAR ENDING DECEMBER 31, 1904.

ST. ANDREWS, N.B., January 11, 1905.

F. GOURDEAU, Esq.

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Inclosed find reports of pilotage returns for 1904, from Wellington Cline and Joseph Boyd, pilots for Charlotte county.

Have no blanks or regulations; would like to have them for the pilots when they call in the spring.

MARSHAL STINSON.





## APPENDIX No. 25

REPORT OF THE PILOTAGE AUTHORITY OF MIRAMICHI, N.B., FOR  
THE YEAR ENDING DECEMBER 31, 1904.

NEWCASTLE, MIRAMICHI, N.B., January 3, 1905.

LIEUT.-COL. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour to hand you herewith the pilotage returns for the district of Miramichi, N.B., for the year ending December 31, 1904.

I am, sir,  
Your obedient servant,

BYRON N. CALL,  
*Secretary-Treasurer to Pilotage Commissioners.*

PILOTAGE returns for the pilotage district of Miramichi, N.B., year ending December 31, 1904.

Class of Vessel.	Num-ber.	Total.
Vessels reported inwards—		
British steamers.....	20	
" sailing vessels.....	21	
Foreign steamers.....	18	
" sailing vessels.....	36	
		95
Vessels reported outwards—		
British steamers.....	20	
" sailing vessels.....	20	
Foreign steamers.....	18	
" sailing vessels.....	36	
		94
Vessels removed—		
British steamers.....	12	
" sailing vessels.....	1	
Foreign steamers.....	12	
" sailing vessels.....	11	
		36

BYRON N. CALL,  
*Secretary-Treasurer to Pilotage Commissioners.*

4-5 EDWARD VII., A. 1905

PILOTAGE returns for the pilotage district of Miramichi, N.B., year ending December 31, 1904.

Class of Vessel.	Amount.	Total.
	\$ cts.	\$ cts.
Total amount of pilotage inwards—		
British steamers . . . . .	1,235 97	
" sailing vessels . . . . .	472 52	
Foreign steamers . . . . .	955 34	
" sailing vessels . . . . .	984 43	
		3,648 6
Total amount of pilotage outwards—		
British steamers . . . . .	1,371 68	
" sailing vessels . . . . .	542 00	
Foreign steamers . . . . .	1,223 68	
" sailing vessels . . . . .	1,275 00	
		4,412 36
Total amount for removals—		
British steamers . . . . .	99 00	
" sailing vessels . . . . .	6 00	
Foreign steamers . . . . .	126 00	
" sailing vessels . . . . .	84 00	
		315 00
		8,375 62

BYRON N. CALL,

*Secretary-Treasurer to Pilotage Commissioners.*

RATES of Pilotage chargeable at Miramichi, N.B., on vessels, British and Foreign, for the year ended December 31, 1904.

When inward bound . . . . .	\$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam . . . . .	2c. per reg. ton.
When outward bound . . . . .	\$2 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam . . . . .	2c. per reg. ton.
For the removal and mooring of vessels over 300 tons . . . . .	\$4.
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate.	
Removals within a distance of one mile are not compulsory, but when pilots are requested by captains to perform this service the charge is . . . . .	\$4.
Steam tug boats towing one or more coal barges inwards may depart outwards after having paid full pilotage for the tug and barges inwards, without paying any outward pilotage except on the tug . . . . .	

NATIONALITY of Vessels piloted Inwards during the year 1904.

	No.		No.
American . . . . .	3	Italian . . . . .	2
Austrian . . . . .	1	Norwegian . . . . .	27
British . . . . .	41	Russian . . . . .	1
Danish . . . . .	2	Swedish . . . . .	2
German . . . . .	16		
		Total vessels piloted . . . . .	95

BYRON N. CALL,

*Secretary-Treasurer to Pilotage Commissioners.*



## SESSIONAL PAPER No. 23

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., for the year ending  
December 31, 1904.

No.	Name.	Age.	For what Service.	Remarks.
2	Louis Jimmo.....	50	Full license.....	
6	Francis Martin.....	70	".....	
7	Maxime Martin.....	59	".....	
10	Alexander Wilson.....	58	".....	
11	Robert J. Walls.....	53	".....	
22	William Walls, sr.....	50	".....	
26	John McCallum.....	52	".....	
27	James Nowlan.....	53	".....	
28	Dudley P. Walls.....	58	".....	Died at Chatham, N.B., Dec. 12, 1904.
29	George Sutton.....	53	".....	
30	James A. Nowlan.....	49	".....	
31	George T. Tait.....	47	".....	
32	Joseph Jimmo.....	49	".....	
33	James McCallum.....	60	".....	
35	John Martin.....	45	".....	
36	Asa Walls.....	45	".....	
37	William Walls, jr.....	47	".....	
38	John Nowlan.....	48	".....	
39	Patrick Nowlan.....	45	".....	Died at Chatham, N.B., 1903.
41	Michael J. Jimmo.....	37	".....	
42	George M. Nolan.....	48	".....	
43	Christopher C. McLean.....	57	".....	
44	George Savoy.....	60	".....	

## LIST of pilot boats licensed.

No.	Name of Boat.	Tonnage.	Captain's Name.	First Licensed.
15	<i>Princess Louise</i> .....	20-85	Asa Walls.....	May, 1879.
16	<i>Senator Snowball</i> .....	30-95	Jas. A. Nowlan.....	" 1897.
17	<i>Mabel</i> .....	22	George Savoy.....	" 1900.

BYRON N. CALL,  
*Secretary-Treasurer to Pilotage Commissioners.*

4-5 EDWARD VII., A. 1905

## THE Miramichi Pilots, in account with B. N. Call, Secretary-Treasurer.

1904.		DR.	\$	cts.
June	18..	To paid W. S. Loggie Co., account sch. <i>Princess Louise</i> .....	3	48
"	18..	" " " <i>Senator Snowball</i> .....	6	22
"	18..	J. B. Snowball Co. " ".....	11	65
"	18..	" " " <i>Princess Louise</i> .....	8	24
July	18..	Asa Walls, fitting out sch. ".....	42	00
"	18..	Joseph Jimmo " <i>Senator Snowball</i> .....	42	00
"	18..	Geo. Stothar, account " <i>Princess Louise</i> .....	16	87
"	18..	" " " <i>Senator Snowball</i> .....	5	40
"	18..	R. J. Walls, prem. insurance on seine.....	9	00
Aug.	18..	J. B. Snowball Co., account sch. <i>Princess Louise</i> .....	13	97
"	18..	" " " <i>Senator Snowball</i> .....	26	15
"	18..	W. S. Loggie Co. " ".....	1	95
"	18..	A. C. McLean's account, hardware.....	4	19
"	18..	Wm. Richards & Co.'s account, lumber.....	6	07
"	18..	Mrs. Annabella McLean, the late Angus McLean's share in pilot schooners.....	127	58
"	25..	Draft in favour Peake Bros. & Co., Charlottetown, P.E.I., towage sch. <i>Senator Snowball</i> .....	50	25
Sept.	17..	Jas. P. Searle, rent pilots' office, to April, 1905.....	20	90
"	17..	A. & R. Loggie, for net.....	15	17
"	17..	Miller's Foundry Co., hauling out sch. <i>Princess Louise</i> .....	19	50
"	17..	Patk. Coleman, labour repairing sch. <i>Senator Snowball</i> .....	10	50
"	17..	James Curran " " ".....	10	50
"	17..	J. W. & J. Anderson, account " ".....	3	75
"	17..	V. A. Danville " ".....	31	00
Oct.	18..	Mrs. Elizabeth Nowlan, the late Patrick Nowlan's share in pilot schooners.....	127	58
"	18..	W. S. Loggie Co., account sch. <i>Senator Snowball</i> .....	31	82
"	18..	Chas. Shield's account " ".....	5	75
"	18..	" " " <i>Princess Louise</i> .....	5	25
"	18..	W. S. Loggie Co.'s account " ".....	3	75
"	18..	Alex. Martin, pension for year 1904 ".....	75	00
Nov.	18..	Ed. Burke, account sch. <i>Princess Louise</i> .....	6	75
"	18..	" " " <i>Senator Snowball</i> .....	15	50
"	18..	A. J. Loggie, account sch. <i>Princess Louise</i> .....	2	08
"	18..	J. B. Snowball, account sch. <i>Senator Snowball</i> .....	53	74
"	18..	" " " <i>Princess Louise</i> .....	3	18
"	18..	George Watt " ".....	5	31
"	25..	A. C. McLean " ".....	7	54
"	25..	" " " <i>Senator Snowball</i> .....	2	60
"	25..	A. & R. Loggie, rent warehouse for 1904.....	10	00
"	25..	Miramichi Steam Navigation Co., fares for 1904.....	3	55
"	25..	Anslo Bros. account, printing.....	2	00
"	25..	B. N. Call, secy.-treas., postage and stationery.....	3	50
"	25..	Edward Johnson, account stationery for pilots' office.....	3	87
Dec.	1..	B. N. Call, services as secretary-treasurer, commission on \$8,775.62 at 3 pc.....	263	27
"	1..	Eighteen pilots, \$6,166.74, and four pilots, \$1,491.40.....	7,658	14
"	1..		8,775	62
		CR.		
"	1..	By amount collected pilotage in.....	\$ 3,648	26
"	1..	" " " out.....	4,412	36
"	1..	" " " for removals.....	315	00
"	1..	" " " earned by pilots outside.....	400	00
			8,775	62

BYRON N. CALL,

Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,  
Chairman.

## APPENDIX No. 26

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, FOR THE  
YEAR ENDING DECEMBER 31, 1904.

SHEDIAC, N.B., Feb. 1, 1905.

F. GOURDEAU, Esq.,  
Deputy of Minister Marine,  
Ottawa.

SIR.—I send inclosed report for pilotage commission, Shediac district, for year ending December, A.D., 1904.

Yours very truly,  
W. A. RUSSELL.

PILOTAGE OFFICE, SHEDIAC, N.B., January, 1905.

F. GOURDEAU, Esq.  
Deputy Minister of Marine,  
Ottawa.

The Pilot Authority of the port of Shediac, N.B., beg leave to submit the following report for the year ending 31st December, A.D., 1904.

Names of Pilots in district.	Age.	Serving full district.
1. Docity P. LeBlanc.....	64	"
2. Thomas McGrath.....	55	"
3. Olaf Hendricksen..	50	"
4. Paul P. LeBlanc.....	57	"

No. of vessels reported liable to pay pilotage.

	Inwards.	Outwards.
British sailing vessels.....	3	3
Foreign ".....	8	8
	<hr/> 11	<hr/> 11

Nationality of above vessels reported inwards during A.D., 1904.

Canadian.....	3
Norwegian.....	7
Russian.....	1

The total amount received from pilotage services for the year, as follows :

From Canadian vessels.....	\$ 123 75
" Foreign ".....	352 25
	<hr/> \$ 476 00

The amount was all paid in to the above pilots.

The rates of pilotage for the above district are as follows :—

For pilotage inwards and outwards, \$1.50 per foot draught of water. Each remove, \$4.

Yours respectfully,

W. A. RUSSELL,  
*Secretary.*



## APPENDIX No. 27

REPORT OF THE PILOTAGE AUTHORITY OF RESTIGOUCHE, FOR THE  
YEAR ENDING DECEMBER 31, 1904.

PILOTAGE COMMISSIONERS' OFFICE,  
DISTRICT OF RESTIGOUCHE, N.B.,  
CAMPBELLTON, N.B., January 9, 1905.

HON. R. PREFONTAINE, M.P., K.C.,  
Minister of Marine and Fisheries,  
Ottawa, Canada.

SIR,—I have the honour to transmit to you herewith the pilotage commissioners annual report for the year ending December 31, 1904.

We beg to report that during the season of 1904, we suspended pilot Daniel C. MacNeill, for drunkenness, and such suspension runs till May 1, 1905, the conduct of all the other pilots has been good and their work satisfactory.

*Buoy System.*—We beg to call your attention to the very unsatisfactory way in which this work is carried on and the very unsatisfactory way in which the contracts are carried out in regard to placing them and keeping them in position. We are constantly getting complaints from ship masters and pilots about the buoys being out of position and we would recommend to your honour that all contracts in future for placing and looking after the buoys be awarded to the pilots, first because of the very small wages they earn, and secondly, that we think that we shall have a very much more satisfactory service. We would further recommend that your honour place some gas buoys in this district to light the channel at night, and the channel we think could be well lighted with the addition of four or five gas buoys and as the trade of the district is increasing very rapidly these matters should have your immediate attention.

*Lightship.*—We beg to thank your honour for placing this vessel in position, and while the light itself is very good, the vessel is altogether too small for a satisfactory service and too small for men to live on board, and in our opinion they should if at all possible have good quarters, and at the same time they could see that lights and buoys were always in position which will be very much needed on account of Gaspé-Campbellton mail service having to be operated from Campbellton this year and for the next five years.

We also beg to call your honour's attention to the absolute necessity of having the harbour dredged both at Campbellton and at the Traverse Bar, five miles below Campbellton.

We beg also to call your attention to the fact that a petition has been circulated asking your honour that some more buoys be placed in the river between Campbellton and Ste-Anne de Restigouche, and as there is a large mill there, that is yearly increasing its cut, we recommend that the prayer of the petition be granted, but when the buoys are ordered to be placed that the placing of same be given to the pilots of our district. All of which is respectfully submitted.

By order of the commissioners,

FRANK S. BLAIR,  
*Secretary-Treasurer.*

## SESSIONAL PAPER No. 23

## PORT OF CAMPBELLTON, N. B.

Name of Pilot.	Name of Vessel.	Nationality.	Rig.	Tonnage.	Total Dues.	Commission.	Total Paid Pilot.
					§ cts.	§ cts.	§ cts.
Daniel C. McNeil.	Leonard Parker.	British.	Schooner.	246	33 00	0 99	32 01
Robert McNeil.	Elenheim	"	"	199	31 50	0 94	
"	Rockcliff.	"	Steamship.	1,496	85 92	2 57	
"	Aljaca.	Norwegian.	Barque.	1,639	67 62	2 03	179 50
John McNeil.	Barossa.	"	"	911	50 50	1 51	
"	Aero.	Danish.	"	215	34 65	1 04	
"	Ophelia.	Norwegian.	"	1,127	65 87	1 87	
"	Basuta.	British.	Steamship.	1,839	109 28	3 27	
"	Birgit.	Norwegian.	Barque.	1,067	65 25	1 95	315 81
Ed. Elsliger.	Kando.	Danish.	"	200	33 50	1 00	
"	Arnveig.	Norwegian.	"	287	44 50	1 33	
"	Albani.	British.	Schooner.	249	28 50	0 85	
"	Nyasso.	"	Steamship.	1,786	102 72	3 08	
"	Golden Rule	"	Schooner.	148	27 00	0 81	
"	Saga.	Norwegian.	Barque.	1,235	67 25	2 01	
"	Evolution.	British.	Schooner.	173	30 00	0 90	
"	Ethel Clark.	"	"	342	34 50	1 03	
"	Auckland.	Norwegian.	Barque.	1,244	60 50	1 80	473 86
"	Paposa.	"	"	996	59 50		
Jos. Elsliger.	Albatros.	"	"	878	62 75		
"	Edith Sheraton.	British.	"	313	28 50		
"	Aberdeen	"	D.G.S.	674	33 32		
"	Rota.	Danish.	Barque.	165	35 75		
"	Eurydice.	British.	"	1,079	72 25		
"	Frenad.	British.	Schooner.	324	45 50		
"	La Conadienne.	British.	D.G.S.	226	33 02	9 33	301 76
Neil Neilsen.	Basuta.	"	Steamship.	1,839	92 78		
"	Fremad.	Danish.	Barque.	223	44 12		
"	Hedwig	German	Steamship.	1,540	79 30		
"	Evolution	British.	Schooner.	175	27 00		
"	Fernando.	Italian.	Barque.	1,308	73 37		
"	Nebo.	Norwegian.	"	1,020	60 25		
"	City of Benares.	Russian.	Ship.	1,436	69 50		
"	De Gregore gio Batte.	Italian.	"	1,200	60 12	15 19	491 25
Total for Port of Campbellton, N.B.	(34 vessels).			27,199	1,849 09	55 40	1,793 69

OUTPORT OF RIVER LOUISON.

Name of Pilot.	Name of Vessel.	Nationality.	Rig.	Tonnage.	Total Dues.	Commission.	Total paid Pilot.
					\$ cts.	\$ cts.	\$ cts.
Wm. Donahue.	Ida Barte.	Norwegian.	Barque.	602	29 00	0 87	
"	Julia Maria.	British.	Schooner.	247	27 00	0 81	
"	Benj. Bangs.	Norwegian.	Barque.	1,082	40 50	1 21	
"	Atlas.	"	Steamship.	834	34 68	1 04	
Robert McNeil.	Sigrid.	"	Barque.	536	30 50	0 91	156 84
"	Vertas.	Danish.	Schooner.	162	17 00	0 51	
"	Varloo.	Italian.	Barque.	1,465	39 90	1 17	
Ed. Elsliger.	Hefhir.	Norwegian.	"	800	41 50	1 24	94 58
John McNeil.	Solsberg.	"	"	889	82 00	0 96	31 04
Jos. Elsliger.	Lily.	"	"	499	25 00	0 75	24 25
	Klaro.	"	"	430	29 00	0 87	28 13
Total for Outport River Louison (11 Vessels).				7,546	345 18	10 34	334 84

PORT OF DALHOUSE.

Robert McNeil	Rielard.	British.	Steamship.	279	25 58	0 77	
Jos. Elsliger.	Sebago	American	Schooner.	254	26 50	0 80	50 21
"	Helene Horn	German.	Steamship.	1,150	58 00	1 74	
"	"	"	"	1,150	63 00	1 89	
Neil Neilsen.	Norden	Danish.	Barque.	218	25 00	0 75	160 62
"	Sebago	American.	Schooner.	254	19 50	0 50	
Ed. Elsliger	Ragna	Norwegian.	Barque.	798	36 00	1 08	78 08
"	Montgomeryshire	"	"	1,300	44 50	1 34	
"	Trio.	"	"	870	36 50	1 10	
"	Borias	"	"	433	29 50	0 89	
"	Venus.	Swedish.	Schooner.	327	19 00	0 57	
"	R. D. Spears	American.	"	299	29 00	0 72	
"	Carrie Easter.	British.	"	179	24 00	0 72	
Wm. Donahoe.	Rjukan	Norwegian.	Steamship.	1,107	56 64	1 70	188 79
"	P. G. Blanchard.	"	Barque.	1,213	42 00	1 26	
"	Aelos	"	"	548	27 00	0 81	
"	Gamen.	"	"	870	59 50	1 19	
"	Atlantic.	Danish.	"	270	24 50	0 74	
"	Albani	British.	Schooner.	249	15 00	0 45	143 55



## SESSIONAL PAPER No. 23

John McNeil	Arvilla	Norwegian	Barque	999	41 50	1 25	
"	Maren	Danish	"	203	26 00	0 78	
"	Mienac	British	"	1,599	70 98	2 13	134 32
Daniel McNeil	Preference	"	Steamship	242	20 00	0 60	
"	Aelos	Norwegian	Schooner	548	5 00	0 15	
"	Leah A. Whidden	British	Barque	198	13 00	0 39	36 86
Robert McNeil	J. W. Hunt	"	Schooner	349	23 50	0 70	22 80
Total for Port of Dalhousie, N.B. (25 vessels).				15,906	840 70	25 17	815 53

OUTPORT OF RIVER LOUISON.

Name of Pilot.	Name of Vessel.	Nationality.	Rig.	Tonnage.	Total Dues.	Commission.	Total paid Pilot.
					\$ cts.	\$ cts.	\$ cts.
Wm. Donahue.	Ida Barte.	Norwegian.	Barque.	602	29 00	0 87	
"	Julia Maria.	British.	Schooner.	247	27 00	0 81	
"	Benj. Bangs.	Norwegian.	Barque.	1,082	40 50	1 21	
"	Atlas.	"	Steamship.	834	34 68	1 04	
"	Sigrid.	"	Barque.	536	30 50	0 91	156 84
Robert McNeil.	Veritas.	Danish.	Schooner.	162	17 00	0 51	
"	Vanloo.	Italian.	Barque.	1,465	39 00	1 17	
"	Hefthir.	Norwegian.	"	800	41 50	1 24	94 58
Ed. Elsliger.	Solsberg.	"	"	889	82 00	0 96	31 04
John McNeil.	Lily.	"	"	499	25 00	0 75	24 25
Jos. Elsliger.	Klaro.	"	"	430	29 00	0 87	28 13
Total for Outport River Louison (11 Vessels)....				7,546	345 18	10 34	334 84

PORT OF DALHOUSIE.

Robert McNeil	Richard.	British.	Steamship.	279	25 58	0 77	
"	Sehago.	American.	Schooner.	254	26 50	0 80	50 21
Jos. Elsliger.	Helene Horn	German.	Steamship.	1,150	58 00	1 74	
"	"	"	"	1,150	63 00	1 89	
"	Norden	Danish	Barque.	218	25 00	0 75	
"	Sehago.	American.	Schooner.	254	19 50	0 50	160 62
Neil Neilsen.	Regina.	Norwegian.	Barque.	798	36 00	1 08	
"	Montgomeryshire.	"	"	1,300	44 50	1 34	78 08
Ed. Elsliger.	Trio.	"	"	870	36 50	1 10	
"	Bortas.	"	"	433	29 50	0 89	
"	Venus.	Swedish.	Schooner.	327	29 00	0 87	
"	R. D. Spears.	American.	"	299	19 00	0 57	
"	Carrie Easter	British.	"	179	24 00	0 72	
"	Rjukan.	Norwegian.	Steamship.	1,107	56 64	1 70	188 79
Wm. Donahoe.	P. G. Blanchard.	"	Barque.	1,213	42 00	1 26	
"	Aelos	"	"	548	27 00	0 81	
"	Gamen.	"	"	870	59 50	1 19	
"	Atlantic.	Danish.	"	270	24 50	0 74	
"	Albani.	British.	Schooner.	249	15 00	0 45	143 55

## SESSIONAL PAPER No. 23

John McNeil.....	Arvilla.....	Norwegian.....	Barque.....	999	41 50	1 25	
".....	Maren.....	Danish.....	".....	203	26 00	0 78	
".....	McInac.....	British.....	Steamship.....	1,599	70 98	2 13	134 32
Daniel McNeil.....	Preference.....	".....	Schooner.....	242	29 00	0 60	
".....	Aelos.....	Norwegian.....	Barque.....	548	5 00	0 15	
".....	Leah A. Whidden.....	British.....	Schooner.....	198	13 00	0 39	36 86
Robert McNeil.....	J. W. Hutt.....	".....	".....	349	23 50	0 70	22 80
Total for Port of Dalhousie, N.B. (25 vessels).....				15,906	840 70	25 17	815 53



4-5 EDWARD VII., A. 1905

## RECAPITULATION.

Ports.	Vessels.	Tonnage.	Total Dues.	Com- mission.	Paid Pilots.
			\$ cts.	\$ cts.	\$ cts.
Campbellton .....	34	27,199	1,849 09	55 40	1,793 69
Dalhousie.....	25	15,906	840 70	25 17	815 53
River Louison.....	11	7,546	345 18	10 34	334 84
Total for district.....	70	50,651	3,034 97	90 91	2,944 06

## INDIVIDUAL earnings of pilots.

Names.	Total Dues.	Commission.	Net Amount.
	\$ cts.	\$ cts.	\$ cts.
Ed. Elsliger.....	714 61	21 42	693 19
N. Neilsen.....	586 94	17 61	569 33
Jos. Elsliger.....	505 59	15 08	490 51
John McNeil.....	489 03	14 65	474 38
Robert McNeil.....	358 12	10 73	347 39
Wm. Donahue .....	309 68	9 29	300 39
D. C. McNeil .....	71 00	2 13	68 87
Grand Total .....	3,034 97	90 91	2,944 06

KILGOUR SHIVES,  
*Chairman.*

FRANK S. BLAIR,  
*Secretary.*

CAMPBELLTON, N.B., December 31, 1904.

## SESSIONAL PAPER No. 23

## • STATEMENT of Oversea or Foreign-going Vessels.

Description.	1903.		1904.	
	No.	Tons.	No.	Tons.
Steamers . . . . .	455	1,396,442	357	1,215,384
Barques . . . . .	2	1,388	4	1,462
Brigs and schooners . . . . .	1	249	4	1,522
Ships . . . . .	1	1,542	.....	.....
Totals . . . . .	459	1,399,621	365	1,218,368

Decrease of 94 vessels and 181,253 tons.

## STATEMENT of Lower Port Arrivals.

Steamers . . . . .	293	452,874	354	571,617
Brigs and schooners . . . . .	16	3,840	12	2,226
Totals . . . . .	309	456,714	366	573,843

Increase of 55 vessels and 117,129 tons.

## CLEARANCES of Lower Ports.

Steamers . . . . .	79	58,757	83	72,357
Brigs and schooners . . . . .	11	2,103	10	919
Totals . . . . .	90	60,860	93	73,276

Increase of 3 vessels and 12,416 tons.

Revenue, 1903 . . . . .	\$ 12,793 82
" 1904 . . . . .	10,864 06
Decrease . . . . .	\$ 1,929 76

PORT WARDEN'S OFFICE.

STATEMENT of Receipts and Expenditure for year ended December 31, 1904.

Dr.

Cr.

1903		\$ cts.		\$ cts.		\$ cts.
Dec. 31..	To balance cash in bank.....	13,241 51			By paid salaries, &c.: Archd. Reid, port warden .....	2,700 00
	Cash in port warden's hands.....	39 70			Jas. N. Bales, deputy port warden..	2,000 00
	Outstanding accounts, 1903:				W. J. Andrews, bookkeeper.....	1,700 00
Dec. 31..	Revenue derived as under:				H. C. Lane, clerk.....	720 00
	7,637,540 bushels wheat.....		13,341 21		W. Bannie, junior clerk.....	176 00
	115,259 " buckwheat.....		25 81		J. A. Vibert, allowance.....	300 00
	221,754 " peas.....				Superannuation allowance:	
	816,864 " barley.....				Archd. Reid, port warden.....	300 00
	4,641 " rye.....				Jas. N. Bales, deputy port warden.	200 00
	1,209,348 " oats.....				W. J. Andrews, bookkeeper.....	200 00
	3,592,535 " corn.....				J. A. Vibert.....	179 94
	18,739 tons oil cake.....				Board of Trade, secretarial expenses .....	1,000 00
	12,451 " minerals.....					
	55 " dried grains.....				Rent, fuel and taxes.....	312 58
	765 barrels ashes.....				Telephone, light, cleaning office, &c.	234 70
	941,282 " flour and meal.....				Lloyds register and shipping papers...	34 45
	356,444 " apples.....				Books, printing and stationery.....	104 00
	109,916 head oxen and horses...				Cab and car-fares.....	14 50
	47,036 " sheep.....				Miscellaneous expenses.....	42 09
	239,504 tons sundries.....				Alf. W. Hadrill, auditor.....	100 00
	39,388 " hay.....					
	146,272,952 feet sawn lumber.....				Treasurer, Board of Trade, for investment.	10,318 26
	Port warden's fees (inwards).....				Outstanding accounts written off, 1903.	10,000 00
	" " (outwards).....				Balance, cash in bank.....	18 31
	Special surveys.....				" " 1904.....	6 84
	Damaged cargo certificates..				" " port warden's hands. ....	7,602 13
	Interest, bank account.....					63 56
	Treasurer, Board of Trade, interest on investments .....					
	Balance.....					
1905.						
Jan. 2..						

Audited and found correct,  
ALF. W. HADRILL, Auditor.

ARCHIBALD REID,  
Port Warden.

MONTREAL, January 3, 1905.



## SESSIONAL PAPER No. 23

STATEMENT of the Investments of the Surplus Funds of the Port Warden's Office at Montreal, and of interest accruing therefrom during the year ended December 31, 1904.

Date.		Amount.	Per cent for 12 mos.	Interest.
		\$ cts.		\$ cts.
Feb. 16, 1880..	Expended \$2,380.34 in purchase of Dominion Govern- ment stock .....	2,300 00	3½	80 50
Aug. 16, 1880..	Expended \$7,254.11 in purchase of city of Montreal registered stock .....	7,000 00	5	350 00
April 18, 1884..	Expended \$5,031.34 in purchase of city of Montreal registered stock, Nos. 1720, 1, 2, 3, 4, five at \$1,000 each .....	5,000 00	4	200 00
Mar. 14, 1887..	Expended \$10,320.75 in purchase of city of Montreal consolidated stock .....	10,000 00	4	400 00
.....	Loan to Montreal Board of Trade building fund.....	60,000 00	4	2,400 00
Oct. 31, 1904..	" " " " .....	10,000 00	4*	69 74
	Total investments.. . . . .	94,300 00		3,500 24

For sixty-two days.

JAMES THOM,  
*Treasurer, Montreal Board of Trade.*

GEORGE HADRILL,  
*Secretary, Montreal Board of Trade.*

## APPENDIX No. 29

REPORT OF THE PORT WARDEN AT QUEBEC, FOR THE YEAR  
ENDING DECEMBER 31, 1904.

QUEBEC, December 5, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—As is usual at the close of the season I send you a return of the business transacted in the Port Warden's office during the season just closed. It shows the receipts and disbursements to have been as follows, viz. :—

Receipts from all sources.....	\$774 50
Disbursements, rent, salaries, &c.....	424 50
	<hr/>
Balance, total net receipts.....	\$350 00

I also inclose report on cattle and sheep shipped at Quebec, in duplicate, on which no fees were charged, as per instructions.

Only one steamer took 100 head of cattle at Quebec during the season.

The business done in this office during the season just closed has been much less than any former year. Owing to the depression of trade and the remuneration is very small after deducting office rent, clerk's salary, taxes and other office expenses as above.

With much respect.

I am your obedient servant,

W. SIMONS,  
*Port Warden.*

PORT WARDEN'S OFFICE,  
101 St. Peter Street, Quebec,  
December 31, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

SIR,—As requested by the 30th section of the Port Warden's Rules I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending December 31, 1904, as follows :—

Fifty-nine steamers were surveyed for clearance outwards, after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Twenty-six steamers and ten sailing vessels were surveyed, their hatches opened and cargo examined on their arrival from sea.

Five steamers and three sailing vessels were surveyed on account of grounding and stranding in the river St. Lawrence below and above Quebec.

Four steamers and two sailing vessels were surveyed on account of collision damage.

Two steamers were surveyed and their value estimated for general average purpose.

Two surveys were held on damaged goods in store and on wharfs.

SESSIONAL PAPER No. 23

The receipts and disbursements of this office were as follows :—

Receipts from all sources.....	\$774 50
Expenses.....	424 50
	<hr/>
Balance, net receipts.....	\$350 00

Besides the above there were several vessels damaged by stranding and otherwise that did not come under the Port Warden Rules.

One steamer took live stock at Quebec during the season, amounting in all to 100 cattle, on which if fees had been collected as in former years, would have amounted to \$1.50.

With much respect,

I am your obedient servant,

W. SIMONS, Naval Architect,  
*Port Warden.*



## APPENDIX No. 30

REPORT OF THE PORT WARDEN AT HALIFAX, N. S., FOR THE YEAR  
ENDING DECEMBER 31, 1904.

HALIFAX, December 31, 1904.

F. GOURDEAU, Esq.  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending December 31, 1904, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held on sixteen steamers and seven sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations where they have all arrived safely.

I have the honour, to be, sir,  
Your most obedient servant,

DAVID HUNTER,  
*Port Warden.*

RECEIPTS AND EXPENDITURE of the Port Warden, Halifax, N.S., from January 1, to  
December 31, 1904.

DR.	\$ cts.	CR.	\$ cts.
To amount of fees received as Port Warden.....	1,840 50	By paid assistants, office expenses, &c..	1,331 54
To fees for Inspection of Cattle Fittings	105 25	By amount reverting to Port Warden..	614 21
	1,945 75		1,945 75

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S. during the year 1904.

DAVID HUNTER,  
*Port Warden.*

# APPENDIX No. 31

## REPORT OF THE PORT WARDEN AT PICTOU, N. S., FOR THE YEAR ENDING DECEMBER 31, 1904.

PICTOU, N.S., January 3, 1905.

SS. <i>Lunenburg</i> of Halifax, August 2, two surveys.....	\$ 16 00
October 28, schooner <i>Minnie E. Moody</i> , of Richibucto, N.B., one survey, no hatches.....	2 50
Total .....	18 50
Expenses, &c.....	\$ 3 00

W. C. MUNRO,  
*Port Warden of the Port of Pictou, N.S.*

## APPENDIX No. 32

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY, FOR THE  
YEAR ENDING DECEMBER 31, 1904.

PORT HAWKESBURY, January 6, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the doings of this office with a statement of the fees collected by me. And also the attendant expenses during the past year.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY.

2 surveys on steamer <i>Shannon</i> .. . . .	\$ 33 00
1 survey on hatches of schooner <i>Earnest</i> .. . . .	2 50
2 surveys on schooner <i>Minnie E. Moody</i> .. . . .	23 00
2 surveys on schooner <i>Robt. F. Mason</i> .. . . .	33 00
3 surveys on steamer <i>Pawnee</i> .. . . .	38 00
2 surveys on schooner <i>Clarence B.</i> .. . . .	10 00
	<hr/>
	\$ 139 50
Paid Wm. Duff, shipwright .. . . .	\$ 10 00
J. J. Hennesey, master mariner .. . . .	30 00
W. H. Paint, Loyds' agent .. . . .	10 00
Capt. Lewis Anderson, marine Ins. agent .. . . .	5 00
K. Morrison, marine engineer .. . . .	15 00
	<hr/>
	\$ 70 00
Balance .. . . .	69 50
	<hr/>
	\$ 139 50
Amount reverting to Port Warden .. . . .	69 50
	<hr/>

I hereby certify the above to be correct to the best of my knowledge and belief.

D. W. HENESEY,  
Port Warden.

(Sworn to before.)  
WILLIAM DUFF.

PORT HAWKESBURY, January 6, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report, being that for the year ending December 31, 1904.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY,  
Harbour Master.



## SESSIONAL PAPER No. 23

Number.	Rig.	Registered Tonnage.	Fees Collected.
9	Steamers.....	2,450	\$ 15 00
1	Barge.....	99	1 00
1	Barkentine.....	560	4 00
1	Brigantine.....	318	2 00
90	Schooners.....	7,575	87 50
		11,002	109 50

I hereby certify that the above is a true and correct statement of all harbour dues collected at Port Hawkesbury, for the year ending December 31, 1904, to the best of my knowledge and belief.

D. W. HENESEY,  
*Harbour Master.*

Sworn to before.

WILLIAM DUFF, J.P.

January 6, 1905.

## APPENDIX No. 33

REPORT OF THE PORT WARDEN FOR PRINCE EDWARD ISLAND  
FOR THE YEAR ENDING DECEMBER 31, 1904.PORT WARDEN'S OFFICE,  
PRINCE EDWARD ISLAND, December 31, 1904.F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past year.

I regret to report that the grain crop has been below the average this year, which caused very little being shipped from the island this season.

I am glad to say that vessels loading any cargoes under my supervision have arrived safely at port of destination.

I have the honour to be, sir,  
Your obedient servant,

H. P. WELSH.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for the  
year ending December 31, 1904.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1904.		\$ cts.	1904.		\$ cts.
	To fees derived from grain-laden vessels.....	16 70		By Expense of office.....	5 25
	Survey on hatches.....	6 00		Commission to deputies..	8 35
	Other surveys.....	28 00		Balance.....	37 10
		50 70			50 70

I hereby certify that the above is a correct statement.

H. P. WELSH.

CHARLOTTETOWN, P.E.I., December 31, 1904.

## APPENDIX No. 34

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE  
YEAR ENDING DECEMBER 31, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I now have the honour to forward you my report as port warden at Yarmouth, N.S. I have been called on twenty-one times for surveys of vessels arriving in distress and for seaworthiness after being repaired, including survey on their cargo, if any; also surveys of hatches.

The gross amount of fees collected for the year was \$283. I paid out for assistance \$110, leaving a net balance of \$173.

I have the honour to remain,  
Your obedient servant,

EBN'R. SCOTT,  
*Port Warden.*

On this fifth day of January, A.D. 1905, before me, the subscriber, personally came and appeared Ebenezer Scott, above named, and made oath that the above report, to which he has subscribed his name, is correct and true.

EDGAR N. CLEMENTS,  
*Notary Public, Yarmouth, N.S.*

## APPENDIX No. 35

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE  
YEAR ENDING DECEMBER 31, 1904.

ST. ANDREWS, Jan. 6, 1905.

Surveyed hatches schr. <i>Gypsum Empress</i> .....	\$ 2 50
“ “ <i>Gypsum King</i> .....	2 50
	<hr/>
	\$ 5 00

JOHN WREN,  
*Port Warden.*



## APPENDIX No. 36

REPORT OF THE PORT WARDEN AT ANNAPOLIS, N.S., FOR THE  
YEAR ENDING DECEMBER 31, 1904.

ANNAPOLIS, N.S., December 31, 1904.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report as port warden of this port for the  
year ending December 31, 1904.  
Amount of fees collected, \$13.

I have the honour to be, sir,  
Your most obedient servant,

SIMON W. RILEY,  
*Port Warden.*

## APPENDIX No. 37

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, FOR THE  
YEAR ENDING DECEMBER 31, 1904.

HOPEWELL CAPE, February 14, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—I am in receipt of your favour of the 10th inst., and note contents.  
Although a large amount of shipping has visited our port, my services have not  
been called upon. It was an oversight on my part in not forwarding my report.

Truly yours,

H. J. BENNETT.

APPENDIX No. 38

REPORT OF THE PORT WARDEN AT SYDNEY, N.S., FOR THE YEAR  
ENDING DECEMBER 31, 1904.

SYDNEY, N.S., January 11, 1905.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Herewith I have the honour to hand you my report for the year 1904 as  
port warden for the port of Sydney, N.S.

Your obediant servant,

NELSON H. TOWNSEND,  
*Port Warden.*

4-5 EDWARD VII., A. 1905

## PORT WARDEN'S RECORD OF SHIPPING,

Date.	Ship's Name.	Master's name.	Register Tonnage.
1904.			
April 13	S.S. Priestfield.	Day.	2,612
" 21	" Salerno.	Olsen.	1,683
May 21	" Indiana.	Gillies.	2,339
" 26	" Sicily.	Keys.	1,130
" 23	" Kennebec.	Roberts.	1,923
" 28	" Eidwald.	Hamberg.	2,292
" 31	" Melville.	Jones.	2,871
" 31	" Bangor.	Brown.	2,201
June 15	" Naparima.	Fyfe.	1,043
" 16	" Hermes.	Skogg.	2,046
" 20	" Edith Heyne.	Schubert.	1,338
" 21	" Hector.	Roxstrom.	1,336
July 18	" Minnie.	Peet.	783
" 27	" Bangor.	Brown.	2,201
" 30	" Hesperus.	Himberg.	1,275
Aug. 6	" Oscar II.	Peterson.	2,247
" 20	" Yanarina.	Grindlay.	2,155
" 24	" Bernilla.	Jackson.	1,633
Sept. 2	" Forest Holme.	Beaton.	1,544
" 21	" Degama.	Bridges.	2,245
" 26	" Lord Londonderry.	Girvan.	1,621
" 27	" Oriana.	Sullivan.	2,382
" 30	" Oscar II.	Peterson.	2,247
Oct. 3	" Atlas.	Jacobsen.	834
" 4	" Fos.	Tufte.	1,582
" 4	" Herbert Horn.	Hinz.	1,493
" 13	" Loughrigg Holme.	Chadwick.	1,317
" 14	" Donald.	Rosseland.	408
" 15	" Skanderborg.	Jensen.	1,195
" 29	" Donald.	Rosseland.	408
" 29	" Progress.	Sheen.	1,641
Nov. 24	" Tordenskjold.	Kroger.	2,296
" 26	" Oscar II.	Peterson.	2,247
" 28	" Melville.	Jones.	2,871
Dec. 2	" Sirius.	Ralf.	814
Total.			60,753

INTERNATIONAL PIER,  
SYDNEY, N.S., January 11, 1905.



SESSIONAL PAPER No. 23

## INTERNATIONAL PIER, SYDNEY.

Cargo.	Place from.	Place to.	Draft.		Free Board.		Fee.	
			For-ward.	Aft.				
			ft. in.	ft. in.	ft. in.		\$	cts.
Pig iron and steel billets.	Sydney, N.S.	Liverpool	23 9	23 9	6 10		8	00
" spool wood.	"	Glasgow	23 0	23 0	3 6		8	00
" steel billets;	" and Baltimore	"	23 9	25 4	6 5½		8	00
also general cargo.								
Steel billets.	Sydney	Liverpool	20 10	21 11	5 2		8	00
Grain.	Chicago, Ill.	New York	13 9	14 6	13 6		8	00
Coal	Sydney, N.S.	Stockholm	22 11	23 5	6 4		8	00
General cargo.	Montreal	Cape Town, S.A.	23 10	24 0	6 2½		8	00
Deals	Newcastle, N.B.	Belfast	21 6	22 0	9 6½		8	00
"	Three Rivers.	London	17 6	17 6	1 10		8	00
"	Montreal and Quebec	"	20 11	21 2	5 10		8	00
"	Nelson, N.B.	Preston, Eng.	Mean Draft.		18 2½		8	00
"	English Bay, Que.	Bristol	16 8	18 0	2 8½		8	00
"	Rimouski	Fleetwood	22 0	22 0	9 5½		8	00
"	Chatham, N.B.	Belfast	17 6	18 7	8 5		8	00
" and general cargo.	English Bay, Que.	Bristol	17 6	18 6	18 0½		8	00
Coal	Sydney, N.S.	Stockholm	20 5	21 2	3 9		8	00
Deals	Matane, Que.	Cork	20 4	23 3	9 6½		8	00
"	Three Rivers, Que.	London	19 0	20 0	4 8½		8	00
"	Three Pistoles, Que.	Yarmouth, Eng.	19 2	19 10	10 1½		8	00
Coal	Sydney, N.S.	Vera Cruz, M.	20 1	23 0	5 8½		8	00
Deals	Chatham, N.B.	Dublin	20 5	21 2	7 9		8	00
General cargo.	Montreal	Cape Town, S.A.	21 0	20 3	10 9½		8	00
Coal	Sydney, N.S.	Stockholm	20 5	21 2	3 9		8	00
Deals	New Mills, N.B.	Brow Head	17 0	18 4	2 8		8	00
"	Rimouski, Que.	Londonderry	19 9	20 6	3 3		8	00
"	Chatham, N.B.	Dublin	Mean Draft.		18 6		8	00
"	Bathurst, N.B.	Bordeaux	18 2	19 2	9 8		8	00
Pitch and coal tar.	Sydney, N.S.	Port Amboy	Mean Draft.		15 6		8	00
Deals	Rimouski	London	"	"	17 7½		8	00
Pitch and coal tar.	Sydney	Port Amboy	"	"	15 6		8	00
Deals	Chicoutimi	Queensboro	23 4	23 4	6 10		8	00
"	Chatham, N.B.	Brow Head	Mean Draft.		19 7½		8	00
Coal	Sydney	Stockholm	20 2	20 6	4 2		8	00
"	"	Cape Town, S.A.	24 0	23 10	6 2½		8	00
"	"	Stockholm	15 5½	16 6½	2 0½		8	00
							280	00

NELSON H. TOWNSEND,  
Port Warden.

## APPENDIX No. 39

REPORT OF THE PORT WARDEN AT MONCTON, N.B., FOR THE YEAR  
ENDING DECEMBER 31, 1904.

[MONCTON, N.B., February 13, 1905.

F. GOURDEAU, Esq.  
Deputy Minister Marine and Fisheries,  
Ottawa, Ont.

SIR,—Replying to yours, No. 25,927 under date of February 10, 1905, I beg to inclose the report of the year ending December 31, 1904, for the port of Moncton, New Brunswick.

Yours very truly,

JAMES HAMILTON,  
*Port Warden.*

	Fees.
April 28. Survey held on hatch of schooner <i>Virginia</i> . . . . .	\$ 2 50
September 29. Survey held on cargo of molasses, schooner <i>Virginia</i> , damaged by heavy weather . . . . .	5 00
	<hr/> \$7 50

JAMES HAMILTON,  
*Port Warden, Port of Moncton.*

## APPENDIX No. 40

REPORT OF THE PORT WARDEN AT WESTPORT, FOR THE YEAR  
ENDING DECEMBER 31, 1904.

WESTPORT, January 5, 1904.

F. GOURDEAU,  
Deputy Minister Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour to submit my report as port warden at Westport. I neither visited nor collected money from a single vessel during the last year.

I have the honour to be, sir,

Your obedient servant,

GEO. WELCH,  
*Port Warden.*

SESSIONAL PAPER No. 23

## APPENDIX No. 41

REPORT OF THE PORT WARDEN AT VANCOUVER, B.C., FOR THE  
YEAR ENDING DECEMBER 31, 1904.

VANCOUVER, B.C., January 9, 1905.

F. GOURDEAU,  
Deputy Minister Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour of submitting to you my annual report of port warden  
of the port of Vancouver, B.C., ending December 31, 1904.

Amount of fees received for surveys of hatches and cargoes, \$424.

I have the honour to be,  
Your obedient servant,

MALCOLM McLEOD,  
*Harbour Master.*

## APPENDIX No. 42

REPORT OF THE PORT WARDEN AT VICTORIA, B.C., FOR THE YEAR  
ENDING DECEMBER 31, 1904.

January 4, 1905

Deputy Minister Marine and Fisheries,  
Ottawa, Ont.

SIR,—I have the honour of submitting my report as port warden, for the ports of  
Victoria and Esquimalt, B.C., for the year ending on the 31st of December, 1904.

Amount of fees received for surveys on the hatches of	
36 vessels.....	\$ 180 00
Amount received for surveys on cargoes. &c.....	343 50
Total amount of fees received.....	\$ 523 50

I have the honour to be, sir,  
Your obedient servant,

CHAS. E. CLARKE,  
*Port Warden.*



## APPENDIX No. 43

## HARBOUR MASTERS.

TABLE showing the names of ports proclaimed under certain Dominion Acts, the provisions of which are found in chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1904, and the overplus, if any, paid in to the credit of the Receiver General.

## PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1904.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Collingwood.....	Mar. 3, '77	Henry Foreman.....	May 5, '04	200 00		
Depot Harbour.....	May 30, '98	J. F. Pratt.....	June 15, '98	200 00		
Port William.....	July 7, '91	Thos. E. Oakley.....	May 21, '97	400 00		
French River.....	June 20, '93	S. C. McElwain.....	" 16, '04	200 00		
Goderich.....	April 22, '76	William Marlton.....	" 8, '94	300 00		
Meaford.....	July 16, '02	Samuel McClain.....	July 16, '02	200 00		
Midland.....	" 22, '82	John White.....	" 13, '97	300 00		
Oshawa.....	Aug. 10, '04	W. T. Henry.....	Aug. 10, '04	300 00		
Parry Sound.....	Mar. 19, '83	John Purvis.....	Oct. 9, '00	200 00		
Penetanguishene.....	Feb. 2, '77	Francis Dusome.....	June 3, '81	200 00		
Port Arthur.....	May 12, '84	B. Guerard.....	May 21, '97	200 00		
Port Stanley.....	Jan. 15, '98	Frank E. Shepard.....	Jan. 15, '98	200 00		
Rondeau.....	May 4, '78	W. R. Fellowes.....	Dec. 17, '88	100 00		
Southampton.....	Sept. 23, '75	W. H. Johnson.....	Oct. —, '82	100 00		
Sarnia.....	July 25, '85	Robt. McAdam.....	May 3, '86	300 00		
Trenton.....	Nov. 12, '04	Oscar C. Lawson.....	Nov. 12, '04	200 00		

## PROVINCE OF QUEBEC.

Amherst.....	Sept. 2, '78	John Cassidy.....	Sept. 2, '78	200 00		
Bersimis.....	July 31, '91	Earl D. Chase.....	July 31, '91	200 00		
Carleton.....	Dec. 8, '81	Charles Bernier.....	April 15, '02	200 00		
Chicoutimi.....	May 23, '85	Ainsworth Sturton.....	June 8, '86	200 00		
Grand Entry.....	Feb. 19, '92	John A. Chenell.....	" 21, '04	200 00		
Grand River.....	April 3, '00	Geo. Beaudin.....	April 3, '00	100 00		
Gaspé.....	Sept. 25, '74	Francis G. Eden.....	" 3, '89	500 00		
House Harbour.....	Aug. 19, '87	C. Lafrance.....	Dec. 10, '96	200 00		
Matane.....	Oct. 19, '77	L. J. Levasseur.....	" 12, '96	200 00		
Métis.....	Feb. 7, '88	J. H. Ferguson.....	Mar. 10, '96	200 00		
New Carlisle.....	" 25, '89	John Chisholm.....	April 22, '02	200 00		
New Richmond.....	April 3, '82	F. X. Cormier.....	" 15, '02	200 00		
Nouvelle.....	Jan. 3, '03	Joseph Casey.....	Jan. 3, '03	200 00		
Oak Bay.....	Mar. 22, '80	Thos. Harper.....	July 12, '04	200 00		
Paspebiac.....	May 23, '77	W. L. Kempffer.....	Sept. 21, '00	150 00		
Percé.....	Sept. 17, '03	E. Donoghue.....	Oct. 10, '03	100 00		
Port Daniel.....	Mar. 25, '89	George McInnis.....	April 30, '03	200 00		
Rimouski.....	" 5, '77	A. P. St. Laurent.....	May 13, '96	200 00		
Rivière Ouelle.....	July 22, '82	Vacant.....	"	100 00		
Rivière du Loup.....	June 19, '00	F. E. Gilbert.....	Oct. 5, '02	100 00		

## SESSIONAL PAPER No. 23

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF QUEBEC—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1904.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
St. Thomas.....	Dec. 21, '85	L. Dionne.....	Oct. 22, '96	200 00	.....	.....
St. Johns.....	Within the Harbour of Montreal...	G. H. Farrar.....	Mar. 20, '97	550 00	.....	.....
Sorel.....		J. A. Proulx.....	June 6, '01	400 00	.....	.....
Trois Pistoles.....	Mar. 28, '98	Edouard T. Pettigrew.....	April 11, '99	100 00	.....	.....

## PROVINCE OF NEW BRUNSWICK.

Alma.....	May 2, '98	Gideon W. Parsons.....	May 2, '98	100 00	.....	.....
Bathurst.....	" 30, '73	N. Haché.....	April 14, '03	200 00	.....	.....
Black's Harbour and Beaver Harbour.....	Sept. 22, '83	E. W. Cross.....	Sept. 17, '83	100 00	.....	.....
Buctouche.....	May 30, '73	H. Hutchinson.....	April 17, '97	100 00	.....	.....
Campbellton.....	" 30, '73	G. E. Asker.....	May 5, '04	200 00	.....	.....
Campobello.....	" 30, '73	W. E. Sulis.....	Dec. 16, '92	100 00	.....	.....
Cape Tormentine.....	" 7, '95	M. S. Treen.....	May 13, '01	200 00	.....	.....
Caraquet.....	" 30, '73	X. G. Paulin.....	July 16, '02	150 00	.....	.....
Chatham.....	" 30, '73	R. J. Walls.....	April 13, '98	300 00	.....	.....
Cocagne.....	" 30, '73	H. Bourgeois.....	Mar. 12, '97	100 00	.....	.....
Dalhousie.....	" 30, '73	W. S. Smith.....	" 19, '88	200 00	.....	.....
Dorchester.....	" 30, '73	James Shea.....	Oct. 25, '00	200 00	.....	.....
Fairhaven.....	" 30, '01	Alonzo Calder.....	July 30, '01	200 00	.....	.....
Fredericton.....	" 30, '73	Vacant.....	.....	.....	.....	.....
Grand Manan, North.....	Aug. 22, '89	Newton L. Thomas.....	Oct. 9, '00	100 00	.....	.....
Grand Manan, South.....	" 22, '89	Turner Ingalls.....	May 23, '01	100 00	.....	.....
Gull Rock Channel.....	Jan. 14, '98	A. Johnson.....	April 27, '04	.....	.....	.....
Great Shemogue.....	May 17, '75	Vacant.....	.....	.....	.....	.....
Harvey.....	Apl. 10, '75	Wm. Wood.....	June 9, '03	100 00	.....	.....
Heron Channel.....	July 15, '97	Duncan Robertson.....	July 15, '97	200 00	.....	.....
Hillsborough.....	May 30, '73	John O'Shaughnessy.....	April 13, '98	150 00	.....	.....
Hopewell Cape.....	Aug. 25, '91	John H. Christopher.....	June 26, '99	200 00	.....	.....
Ledge of St. Stephens.....	May 30, '73	W. McBean.....	" 12, '94	100 00	.....	.....
Letete, &c.....	Sept. 15, '83	Jacob Cook.....	Nov. 26, '97	100 00	.....	.....
Little Shippegan and Miscou Gully.....	April 19, '86	Donald Harper.....	April 19, '86	100 00	.....	.....
Little Shemogue.....	Sept. 5, '88	Vacant.....	.....	100 00	.....	.....
Moncton.....	May 30, '73	T. J. Coffey.....	April 12, '02	200 00	.....	.....
Musquash.....	Mar. 26, '74	J. McNulty.....	Sept. 28, '96	100 00	.....	.....
Newcastle.....	May 30, '73	John Russell.....	June 27, '04	300 00	.....	.....
North Joggins.....	" 30, '73	Vacant.....	.....	.....	.....	.....
Port Elgin and Baie Verte.....	Feb. 6, '73	Andrew Grant.....	May 7, '01	200 00	.....	.....
Pokemouche.....	July 23, '83	M. Landry.....	" 13, '01	100 00	.....	.....
Richibucto.....	May 30, '73	James Alexander Jardine.....	" 11, '74	200 00	.....	.....
Rockland.....	" 30, '73	Vacant.....	.....	.....	.....	.....
Sackville.....	" 30, '73	E. Chase.....	May 11, '04	200 00	.....	.....
St. Andrew's.....	" 30, '73	John Wren.....	" 6, '84	100 00	.....	.....
St. George.....	" 30, '73	Geo. W. McKenzie.....	" 10, '00	100 00	.....	.....
St. Martin and Quaco.....	" 14, '74	G. R. McDonough.....	July 16, '02	100 00	.....	.....
Shediac.....	" 30, '75	Alexander McQueen.....	May 19, '76	300 00	.....	.....
Shippegan.....	" 30, '73	James Degrâce.....	April 14, '03	100 00	.....	.....
Tracadie.....	July 15, '75	Théodore Savoy.....	Sept. 23, '99	100 00	.....	.....
Waterside.....	Sept. 3, '89	W. C. Anderson.....	May 24, '01	100 00	.....	.....
West Isles.....	July 30, '01	B. Simpson.....	Sept. 27, '01	200 00	.....	.....

## . PROVINCE OF NOVA SCOTIA.

Abbot Harbour.....	May 23, '01	F. U. D'Entremont.....	May 23, '01	200 00	.....	.....
Advocate.....	" 18, '80	Wm. Mills.....	Mar. 17, '99	100 00	.....	.....



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TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1904.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Annapolis.....	Mar. 12, '75	John Lindgreen.....	July 7, '98	200 00		
Apple River.....	Aug. 5, '86	Robt. D. Field.....	Sept. 9, '90	200 00		
Arichat.....	April 22, '79	B. Gerrior.....	May 23, '01	200 00		
Baddeck.....	Sept. 23, '75	August B. Morrison..	Aug. 3, '03	100 00		
Barrington.....	April 1, '81	B. Kenney.....	July 6, '93	200 00		
Bayfield.....	July 11, '79	John McDonald.....	" 11, '79	200 00		
Bay St. Lawrence..	April 21, '87	G. Zwicker.....	April 21, '87	200 00		
Bear River.....	Sept. 25, '74	Wm. McFadden.....	Sept. 27, '97	100 00		
Beaver Harbour.....	July 5, '80	Henry Hawbolt.....	" 22, '88	100 00		
Big Harbour.....	May 28, '83	Donald McKenzie.....	May 28, '83	100 00		
Bridgewater.....	" 6, '74	William Oakes.....	Jan. 28, '96	100 00		
Big Bras d'Or.....	June 9, '03	James McLean.....	Aug. 13, '03	200 00		
Cape Canso.....	" 6, '76	William A. H. Oliver..	Mar. 2, '99	100 00		
Cape Negro or North East Harbour.....	May 18, '81	A. D. Perry.....	May 18, '81	200 00		
Chester.....	Aug. 18, '83	A. C. Corkum.....	July 8, '96	100 00		
Cheticamp.....	April 20, '76	Fulgence Aucoin.....	April 15, '76	100 00		
Clark's Harbour.....	June 1, '81	John G. Nickerson.....	Mar. 23, '04	200 00		
Clementsport.....	May 1, '77	J. M. LeCain.....	Oct. 18, '98	150 00		
County Line to Grand Narrows.....	May 28, '83	Vacant.....		100 00		
Crow Harbour.....	Sept. 30, '88	A. F. Ehler.....	Aug. 26, '97	100 00		
D Escousse.....	Jan. 23, '85	Michael Martell.....	April 22, '02	100 00		
Digby.....	Feb. 19, '78	Howard Anderson.....	June 19, '02	200 00		
East Bay.....	Aug. 18, '83	Donald McInnis.....	April 5, '86	100 00		
Fourchu.....	May 22, '89	Neil MacLean.....	May 22, '89	100 00		
Gabarus.....	Mar. 3, '79	John W. Hardy.....	Nov. 2, '86	100 00		
Glasgow and Cape Breton Pier, Sydney.....	Oct. 30, '80	Angus McQuarrie.....	Oct. 30, '80	300 00		
Guysboro.....	Jan. 15, '89	Archibald M. Peart.....	Feb. 11, '02	100 00		
Halifax.....	No proclamation required by Act	J. E. Butler.....	Sept. 21, '93	1,800 00		
Hantsport.....	June 27, '84	Wm. McCulloch.....	Jan. 17, '92	300 00		
Ingonish, North Bay.....	Mar. 22, '81	John Jackson.....	April 25, '02	200 00		
" South Bay.....	Oct. 9, '84	James Doucette.....	" 30, '01	100 00		
Ingram River.....	Feb. 18, '02	Rand. Gibbons.....	Feb. 18, '02	100 00		
International Pier, Sydney.....	Oct. 30, '80	Michael J. Neville.....	Oct. 30, '80	300 00		
Isaac's Harbour.....	" 30, '89	Thomas D. Cook.....	June 19, '00	100 00		
Jeddore.....	Sept. 20, '90	Enos Baker.....	Dec. 3, '03	100 00		
Jordan Bay.....	Oct. 25, '76	Freeman P. Thorburn..	Mar. 11, '01	150 00		
Kelly Cove.....	Feb. 17, '99	Jos. B. Huskins.....	Feb. 17, '99	100 00		
La Have or Getson's Cove	Mar. 12, '75	George Henry Zwicker....	" 25, '75	300 00		
L'Ardoise, Upper and Lower.....	Aug. 29, '84	George Burke.....	Aug. 29, '84	100 00		
Lingan.....	July 12, '81	Vacant.....		200 00		
Liscomb.....	May 18, '81	Louis Wilson.....	Feb. 20, '00	200 00		
Little Bras d'Or Lake between McKay's Point and Grand Narrows...	April 25, '84	Daniel C. Campbell.....	April 17, '99	100 00		
Little Bras d'Or Lake from McKay's Point to Washadebuck River..	April 25, '84	Alex. J. McNeill.....	April 25, '84	100 00		
Little Glace Bay.....	Aug. 3, '74	E. Douglas Rigby.....	May 8, '84	200 00		
Little Narrows to Cranberry Point.....	May 28, '83	K. McLennan.....	Nov. 1, '97	100 00		
Liverpool.....	Jan. 19, '77	Isaac V. Dexter.....	Oct. 7, '99	200 00		
Lockeport.....	May 18, '81	E. A. Capstick.....	May 18, '81	200 00		
Louisburg.....	Mar. 17, '79	H. C. V. Lavatte.....	Oct. 13, '98	200 00		
Lunenburg.....	Dec. 3, '75	John Loye.....	Dec. 10, '96	150 00		
Mateu.....	June 23, '80	John McInnis.....	July 11, '00	100 00		



## SESSIONAL PAPER No. 23

TABLE showing the names of Ports proclaimed under the Dominion Act, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1904.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Mahone Bay.....	May 16, '87	J. A. Mader.....	Jan. 21, '01	200 00		
McNair's Cove.....	Mar. 12, '75	Ronald McEachen.....	Mar. 8, '75	150 00		
Main à Dieu.....	July 21, '86	Vacant.....				
Marble Mountain.....	" 26, '92	D. McDonald.....	July 26, '92	200 00		
Margaretsville.....	Mar. 26, '78	Robert Early.....	Mar. 26, '78	100 00		
Margaret's Bay.....	July 16, '75	Henry C. Garrison.....	Dec. 14, '01	100 00		
Margaree.....	June 5, '86			100 00		
Marie Joseph.....	Jan. 23, '95	John Davis.....	Jan. 23, '95	100 00		
Merigomish.....	Mar. 28, '98	D. McGregor.....	Mar. 22, '93	100 00		
Meteghan Harbour.....	June 8, '97			100 00		
Meteghan River.....	" 8, '97	L. A. Comeau.....	June 1, '97	100 00		
Musquodoboit.....	May 19, '82	David Williams.....	May 19, '82	100 00		
New Haven.....	June 9, '83	H. A. McLeod.....	Aug. 17, '89	100 00		
Neil's Harbour.....	April 11, '76	A. Hayman.....	May 28, '83	100 00		
Northport.....	June 27, '82	James Davis.....	Dec. 21, '03	100 00		
North-west Cove, Coleman's Cove and Aspotogan Harbour.....	Dec. 29, '76	P. Boutilier.....	June 30, '92	200 00		
Parrsboro'.....	Oct. 22, '73	R. T. Smith.....	April 30, '01	300 00		
Petit de Grat.....	June 5, '95	S. Boudrot.....	June 5, '95	200 00		
Petite Rivière.....	" 23, '83	John Nelson Parks.....	April 27, '88	100 00		
Plaster Harbour.....	May 6, '74	Vacant.....				
Port George.....	" 1, '77	Charles B. Weaver.....	May 1, '77	150 00		
Port Greville.....	Mar. 5, '80	Wm. Cochrane.....	Oct. 26, '98	200 00		
Port Hawkesbury.....	July 9, '75	D. W. Henesey.....	July 9, '75	200 00		
Port Hood.....	" 9, '75	John H. Murphy.....	" 9, '75	200 00		
Port la Tour.....	April 14, '81	Wm. Sholds.....	Feb. 15, '98	200 00		
Port Lorne.....	Mar. 13, '86	Freeman Beardsley.....	June 9, '97	200 00		
Port Maitland.....	May 26, '85	Josiah Ellis.....	Dec. 10, '96	200 00		
Port Morien.....	Nov. 15, '79	Hector McDonald.....	Mar. 3, '79	400 00		
Port Mulgrave.....	Mar. 8, '76	Donald Kennedy.....	Sept. 9, '03	200 00		
Port Medway.....	June 25, '79	Jos. Hopkins.....	Feb. 13, '03	200 00		
Pubnico.....	Sept. 27, '82	D. Q. Amireau.....	Sept. 27, '82	100 00		
Pugwash.....	Oct. 22, '73	C. T. DeWolf.....	April 26, '95	100 00		
Riverport.....	Sept. 29, '84	T. J. C. Creaser.....	Jan. 8, '01	100 00		
River Bourgeoise.....	April 19, '86	E. C. Bouchie.....	April 19, '86	100 00		
River John.....	Mar. 26, '78	H. Campbell.....	June 1, '91	100 00		
St. Anna.....	Dec. 29, '00	George E. Fader.....	Dec. 29, '00	200 00		
St. Mary's River.....	May 18, '81	D. O. Burns.....	April 14, '03	200 00		
St. Peter's.....	Jan. 24, '81	Peter McNeil.....	" 3, '82	200 00		
Sambro.....	Dec. 22, '79	Ben. Smith.....	May 27, '90	200 00		
She-t Harbour.....	May 14, '74	H. Hall.....	April 11, '98	200 00		
Shelburne.....	Aug. 27, '77	John C. Morrison.....	May 4, '97	200 00		
Ship Harbour.....	June 2, '84	Conrad Marks.....	June 2, '84	100 00		
Spencer's Island.....	May 22, '99	Vacant.....		100 00		
Tangier.....	Nov. 14, '01	Chas. A. Hilchey.....	Nov. 14, '01	200 00		
Tatamagouche.....	Feb. 27, '78	Wm. Rielly.....	June 1, '00	200 00		
Tidnish.....	Aug. 10, '80			100 00		
Tiverton.....	April 3, '00	Joel Blackford.....	April 3, '00	100 00		
Torbay.....	Aug. 25, '03	I. Fougère.....	Aug. 25, '03	200 00		
Tusket.....	Mar. 18, '75	Cyrille Doucette.....	Nov. 21, '02	100 00		
Tusket Wedge.....	Dec. 19, '99	James LeBlanc.....	Mar. 16, '01	100 00		
Victoria Pier, South Bar, Sydney.....	July 25, '84	Ernest Richardson.....	Nov. 1, '97	200 00		
Wallace.....	Oct. 22, '73	James D. Patton.....	Feb. 14, '93	100 00		
West Arichat.....	Aug. 20, '90	A. B. Poirier.....	Oct. 7, '96	100 00		
West Bay.....	May 8, '84	John McInnis.....	May 8, '84	100 00		
West Port.....	Mar. 8, '87	Geo. Welsh.....	Jan. 29, '98	200 00		
Weymouth.....	May 21, '94	R. Payson.....	May 29, '97	200 00		
White Haven.....	Aug. 25, '03	And. Haley.....	Aug. 25, '03	200 00		
Whyecocomagh.....	Oct. 29, '75	Neil McKinnon.....	Oct. 8, '75	100 00		
Wolfville.....	Aug. 16, '01	J. L. Franklin.....	Aug. 16, '01	100 00		
Wood's Harbour.....	Feb. 19, '92	S. K. Woods.....	Feb. 19, '92	200 00		
Yarmouth.....	Mar. 18, '75	Ebenezer Scott.....	Oct. 19, '77	250 00		

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TABLE showing the names of the Ports proclaimed under the Dominion Acts, &c.—*Con.*

## PROVINCE OF PRINCE EDWARD ISLAND.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1904.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Alberton.....	July 15, '74	John Kinch.....	July 30, '01	200 00		
Bay Fortune.....	April 10, '75	John R. Coffin.....	April 29, '78	200 00		
Brudenell.....	July 25, '85	Vacant.....		200 00		
Cape Traverse.....	May 23, '84	".....		100 00		
Cardigan River, including Cardigan Bridge..	Aug. 9, '78	Hercules McDonald.....	Aug. 9, '78	200 00		
Cardigan River, from head of river to north bank Mitchell River..	July 2, '78	Joseph Livingstone.....	Nov. 14, '01	100 00		
Cove Head.....	" 15, '80	Malcolm Kielly.....	April 23, '04	100 00		
Charlottetown and Hillsboro' River.....	June 17, '74	David Small.....	Feb. 19, '77	400 00		
Crapaud.....	" 17, '74	Wesley Myers.....	June 17, '74	200 00		
Egmont Bay.....	" 15, '74	George Bollum.....	Nov. 3, '85	200 00		
Georgetown.....	" 17, '74	J. Westaway.....	May 16, '04	206 00		
Grand River.....	April 10, '75	Wm. Chas. Jenkins.....	" 4, '97	200 00		
Grand River, down to and including Poplar Point and Chapel Wharf...	May 16, '79	Vacant.....		200 00		
Malpeque.....	July 10, '74	J. Champion.....	Dec. 10, '96	200 00		
Miminegash.....	April 17, '80	J. McCormack.....	Sept. 28, '04	100 00		
Montague Bridge.....	July 15, '74	H. McPherson.....	May 5, '04	200 00		
Murray Harbour.....	" 7, '74	Wm. Miller.....	June 17, '74	200 00		
Murray River.....	May 16, '79	Geo. McLeod.....	Feb. 9, '97	200 00		
New London.....	July 15, '74	Wm. Bell.....	Aug. 25, '96	200 00		
Pinette.....	" 15, '74	John D. McDonald.....	Oct. 22, '03	100 00		
Port Hill.....	" 15, '74	W. C. Brown.....	June 20, '98	200 00		
Pownal.....	July 10, '79	Michael Haley.....	Mar. 30, '97	100 00		
Rollo Bay.....	April 10, '75	Vacant.....		200 00		
Rustico.....	May 17, '75	Felix Buote.....	Mar. 1, '97	200 00		
St. Peter's Bay.....	April 10, '75	George Barry.....	May 3, '01	200 00		
Souris East and West..	" 10, '75	Wm. McDonald.....	Sept. 21, '99	200 00		
Summerside.....	July 15, '74	Wm. Stymest.....	Oct. 20, '97	200 00		
Tignish.....	April 22, '90	Vacant.....		100 00		
Tracadie.....	May 17, '75	Donald Campbell.....	Aug. 27, '95	200 00		
Tryon.....	April 12, '77	Vacant.....		200 00		
Vernon River Bridge...	July 15, '74	John Finlay.....	Oct. 9, '84	200 00		
West River.....	May 5, '75	Vacant.....		200 00		
Wood Islands.....	" 22, '99	James Young.....	May 22, '99	100 00		

## PROVINCE OF BRITISH COLUMBIA.

Chemainus.....	March 2, '97	Wm. Fraser.....	Oct. 1, '04	200 00		
Comox.....	May 5, '96	Geo. H. Rowe.....	April 25, '96	200 00		
Nanaimo and Departure Bay.....	April 10, '75	Harry Cooper.....	Feb. 25, '97	500 00		
New Westminster.....	Jan. 23, '80	Joseph Reichenbach.....	May 15, '01	400 00		
Quadra.....	April 17, '77	Vacant.....		300 00		
Vancouver, including Burrard Inlet.....	Feb. 22, '88	Malcolm Mcleod.....	Jan. 14, '97	600 00		
Victoria and Esquimalt.	Mar. 20, '75	C. E. Clarke.....	Nov. 3, '94	600 00		

F. GOURDEAU,

*Deputy Minister Marine and Fisheries.*



## SESSIONAL PAPER No. 23

## APPENDIX No. 44

LIST of Certificates of Service granted to Masters and Mates of INLAND  
and COASTING VESSELS during the year ended June 30, 1904.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1903.					\$ cts.
3886	Aug. 10 ..	Rufus Downey .....	Mate .....	Joggins, N.S. ....	Parrsboro, N.S.	4 00
3887	" 10 ..	Adam J. Firth .....	Master .....	Shelburne, N.S. ....	Halifax, N.S. ..	8 00
3388	" 20 ..	Wm. Carson .....	" .....	St. Andrews, N.B. ....	Yarmouth, N.S.	8 00
	1904.					
3389	April 7 ..	Thos. A. Crosby .....	" .....	Yarmouth, N.S. ....	" .....	8 00
3390	June 27 ..	Pierre Begin .....	" .....	Quebec .....	Quebec. ....	8 00
3391	" 27 ..	Louis Derooy .....	Mate .....	St. John, Isle de Orleans, Que. ....	" .....	4 00

LIST of Certificates of Competency granted to Masters and Mates of FOREIGN  
SEA-GOING Vessels during the year ended June 30, 1904.

	1903.					
3513	July 2 ...	Albert A. Lindgren .....	Master. ....	Vancouver, B.C. ....	Victoria, B.C. ....	15 00
3514	" 2 ..	Douglas C. Lilly .....	Mate .....	Victoria, B.C. ....	" .....	8 00
3515	" 2 ...	Charles Harry Webb .....	Master .....	Nanaimo, B.C. ....	" .....	15 00
3516	" 10 ...	Mark Burke .....	" .....	Carbonear, Nfld. ....	Halifax, N.S. ....	15 00
3517	Aug. 10 ..	W. D. Comloguoy .....	2nd Mate .....	Orkney Isles, Scotland .....	Victoria, B.C. ....	8 00
3518	" 10 ..	David J. McGowan .....	" .....	Glasgow, Scotland .....	" .....	8 00
3519	" 10 ..	Wm. Anderson .....	" .....	Vancouver, B.C. ....	" .....	8 00
3520	Sept. 26 ..	Thomas Roy Coffin .....	Master .....	Halifax, N.S. ....	Halifax, N.S. ....	15 00
3521	" 29 ..	Wm. Henry Gray .....	Mate .....	Cornforth, Eng. ....	Victoria, B.C. ....	8 00
3522	Oct. 12 ..	Geo. Pakenham Walter .....	" .....	Yarmouth, N.S. ....	Yarmouth, N.S.	8 00
3523	" 12 ..	Herbert Leroy Harrison .....	2nd Mate .....	Mangerville, N.S. ....	St. John, N.B. ....	8 00
3524	" 13 ..	Dick F. P. Bruce .....	Master .....	H.M.C.S. Isles, Esquimalt .....	Victoria, B.C. ....	15 00
3525	" 13 ..	Walter Cyril Weston .....	2nd Mate .....	Longton, Eng. ....	" .....	8 00
3526	" 13 ..	John Fiddes .....	" .....	Aberdeen, Scotland .....	" .....	8 00
3527	" 13 ..	John Michael Clave .....	Mate .....	Dublin, Ireland .....	" .....	8 00
3528	Nov. 4 ..	Chas Morris Gladwin .....	" .....	Middle Musquodoboet .....	Halifax, N.S. ....	8 00
3529	" 4 ..	Wm. Fraser .....	2nd Mate .....	New Glasgow, N.S. ....	" .....	8 00
3530	" 4 ..	George Enos Madet .....	Mate .....	Mahone Bay, N.S. ....	" .....	8 00
3531	" 13 ..	William Calder .....	2nd Mate .....	Vancouver, B.C. ....	Victoria, B.C. ....	8 00
3532	" 14 ..	Walter C. Bourke .....	" .....	Surrey, England .....	" .....	8 00
3533	" 23 ..	Wilbert L. Loomet .....	Mate .....	Advocate Harbour, N.S. ....	St. John, N.B. ....	8 00
3534	Dec. 9 ..	James P. Baird .....	" .....	Glasgow, Scotland .....	Victoria, B.C. ....	8 00
3535	" 9 ..	John Cockle .....	2nd Mate .....	Vancouver, B.C. ....	" .....	8 00
3536	" 19 ..	Edmund McCarty .....	Master .....	Halifax, N.S. ....	Halifax, N.S. ....	15 00
3537	" 19 ..	Edward G. Smith .....	2nd Mate .....	" .....	" .....	8 00
3538	" 19 ..	Arthur R. C. Reavley .....	Master .....	Wales .....	St. John, N.B. ....	15 00
3539	" 31 ..	Edwin Chas. Hocking .....	Mate .....	Falmouth, Eng. ....	Victoria, B.C. ....	8 00
3540	Jan. 20 ..	George Craig Guthrie .....	2nd Mate .....	Leith, Scotland .....	" .....	8 00
3541	" 20 ..	Jas. Creighton Laidlaw .....	" .....	Glasgow, Scotland .....	" .....	8 00
3542	" 27 ..	Peter Laureat Lachance .....	" .....	Quebec .....	St. John, N.B. ....	8 00
3543	Feb. 15 ..	John Halliday .....	Mate .....	Victoria .....	Victoria, B.C. ....	8 00
3544	" 15 ..	Lawrence Smith .....	Master .....	Yarmouth, N.S. ....	Yarmouth. ....	8 00
3545	" 22 ..	William E. Gardner .....	" .....	Victoria .....	Victoria. ....	15 00
3546	March 3 ..	Fred. Smith Blackadar .....	Mate .....	Sandy Cove, N.S. ....	Yarmouth, N.S.	8 00
3547	" 3 ..	Philip Victor Harris .....	" .....	England .....	Victoria, B.C. ....	8 00
3548	" 14 ..	Robert Mitchell .....	2nd Mate .....	Vancouver, B.C. ....	" .....	8 00
3549	April 2 ..	John Carmichael .....	" .....	" .....	" .....	8 00
3550	" 2 ..	Abraham Wales Young .....	" .....	Braidmead, Scotland .....	" .....	8 00



LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
3551	April 7...	Richard Loftus Fortier...	Master.....	Ottawa, Ont.....	Ottawa, Ont.....	15 00
3552	" 22...	Alfred Mackenzie.....	2nd Mate.....	Scotland.....	Victoria, B. C.....	8 00
3553	May 4...	Hjalmar Perssons.....	".....	Halifax, N. S.....	Halifax, N. S.....	8 00
3554	" 4...	Walter James Holland.....	Mate.....	Gravesend, Kent, G. B.....	Victoria, B. C.....	8 00
3555	" 4...	Napoleon Lachance.....	2nd Mate.....	Isle of Orleans, Que.....	St. John, N. B.....	8 00
3556	" 27...	Fred Collins.....	Mate.....	The Square, Chagford, Eng.....	Halifax, N. S.....	8 00
3557	April 14...	Jno. Oremister Townsend.....	Master.....	Victoria, B. C.....	Victoria, B. C.....	15 00
3558	June 14...	David Wentzel.....	2nd Mate.....	Bridgewater, N. S.....	Yarmouth, N. S.....	8 00
3559	" 14...	Elmore N. Parker.....	".....	Walton, N. S.....	".....	8 00
3560	" 16...	Roger Stehelin.....	Mate.....	Yarmouth, N. S.....	".....	8 00
3561	" 20...	Hbt. Claude Humphreys.....	Master.....	Nanaimo, B. C.....	Victoria, B. C.....	15 00
4149	July 3...	Albert E. Stinson.....	Master.....	Toronto.....	St. Catherines, O.....	15 00
4150	" 3...	Darrell P. Lewis.....	".....	Freeport, N. S.....	Yarmouth, N. S.....	15 00
4151	" 3...	Wellington Bezanson.....	".....	Mount Denson, N. S.....	".....	15 00
4152	" 10...	Geeyon Cook.....	".....	Lockeport, N. S.....	Halifax, N. S.....	15 00
4153	" 10...	Daniel M. McDonald.....	".....	Big Bras d'Or, C. B., N. S.....	Sydney, N. S.....	15 00
4154	" 10...	W. J. Houston.....	".....	Northumberland Co., N. B.....	Newcastle, N. B.....	15 00
4155	" 10...	Emery A. Lindsay.....	".....	Oromocto, N. B.....	Fredericton, N. B.....	15 00
4156	" 10...	Peter McMahon.....	".....	Charlottetown, P. E. I.....	Charlottetown, P. E. I.....	15 00
4157	" 10...	Henry Bolton Reid.....	".....	Sarnia, Ont.....	Kingston, Ont.....	15 00
4158	" 10...	David P. Turnbull.....	".....	Grove Bay, Ont.....	Spanish River, O.....	15 00
4159	" 10...	Nazaire Simoneau.....	*.....	Kiekisink, Que.....	Quebec.....	5 00
4160	" 10...	O. R. Farrell.....	".....	Litchfield, N. S.....	Yarmouth, N. S.....	15 00
4161	" 10...	W. J. Publicover.....	".....	Getson's Cove, N. S.....	".....	15 00
4162	" 14...	Irvine McNeil.....	".....	Aitkins Ferry, P. E. I.....	Sydney, N. S.....	15 00
4163	" 14...	Henry R. Cooke.....	".....	Steniacke, N. S.....	".....	15 00
4164	" 14...	Emerson E. Brown.....	".....	Brantford, Ont.....	St. Catherines, O.....	15 00
4165	" 15...	James V. Wilkinson.....	".....	".....	Vancouver, B. C.....	15 00
4166	" 20...	John P. Salter.....	".....	Parrsboro, N. S.....	St. John, N. B.....	15 00
4167	" 20...	Edward Sealing.....	Mate.....	Vancouver, B. C.....	Victoria, B. C.....	6 00
4168	" 20...	Frederick Tufts.....	Master.....	St. John, N. B.....	St. John, N. B.....	15 00
4169	" 20...	Robert McIntyre.....	".....	Presque Isle, Ont.....	St. Catherines, O.....	15 00
4170	" 20...	John Jackson.....	Mate.....	Vancouver, B. C.....	Vancouver, B. C.....	6 00
4171	" 20...	John Jackson.....	Master.....	".....	".....	15 00
4172	" 20...	William Halbgren.....	Mate.....	Victoria, B. C.....	Victoria, B. C.....	6 00
4173	" 21...	Francis Burnet.....	Master.....	Birdsall, Ont.....	Kingston, Ont.....	15 00
4174	" 27...	John Kennedy.....	*.....	Pembroke, Ont.....	Ottawa, Ont.....	5 00
4175	Aug. 4...	William Page.....	".....	Sarnia, Ont.....	St. Catherines, O.....	15 00
4176	" 4...	Thomas Croucher.....	".....	Port Carling, Ont.....	".....	15 00
4177	" 4...	George H. Andrews.....	".....	Rockport, Ont.....	Kingston, Ont.....	15 00
4178	" 4...	William W. Best.....	".....	Vancouver, B. C.....	Vancouver, B. C.....	15 00
4179	" 10...	Wm. F. Robinson.....	".....	Bobcaygeon, Ont.....	Kingston, Ont.....	15 00
4180	" 10...	Joseph Alex. Joyce.....	Mate.....	Selkirk, Man.....	Winnipeg, Man.....	6 00
4181	" 10...	Ronald Blakley.....	Master.....	Dartmouth, N. S.....	Halifax, N. S.....	15 00
4182	" 10...	Joseph E. Brossard.....	".....	Longueuil, Que.....	Ottawa, Ont.....	15 00
4183	" 11...	Anthony Arseneau.....	".....	Grandique, Que.....	Sydney, N. S.....	15 00
4184	" 11...	Wm. R. Hamilton.....	Mate.....	Bobcaygeon, Ont.....	Kingston, Ont.....	6 00
4185	" 18...	Robt. D. Davis.....	Master.....	Hawksbury, N. S.....	Sydney, C. B.....	15 00
4186	" 18...	John Canessa.....	".....	Nanaimo, B. C.....	Vancouver, B. C.....	15 00
4187	" 18...	George Pombert.....	".....	French River, Ont.....	St. Catherines, O.....	15 00
4188	" 18...	Wm. T. Goodwin.....	".....	Toronto, Ont.....	".....	15 00
4189	" 18...	Emile Seguin.....	".....	Hudson, Que.....	Ottawa, Ont.....	15 00
4190	" 18...	John Robertson.....	".....	Victoria, B. C.....	Victoria, B. C.....	15 00
4191	" 21...	Wm. A. Dean.....	".....	Vancouver, B. C.....	Vancouver, B. C.....	15 00
4192	" 20...	W. C. Thompson.....	".....	Fort William, Ont.....	St. Catharines, O.....	15 00
4193	" 24...	Joseph G. Sampson.....	".....	North Hatley, Que.....	Ottawa, Ont.....	15 00
4194	" 27...	George E. Harvey.....	".....	New Westminster, B. C.....	Vancouver, B. C.....	15 00
4195	" 31...	Peter J. Walker.....	".....	Port Hawkesbury, N. S.....	Charlottetown, P. E. I.....	15 00
4196	Sept. 3...	James Findall.....	Mate.....	Midland, Ont.....	St. Catharines, O.....	15 00
4197	" 3...	Samuel Whiston.....	Mate.....	Dartmouth, N. S.....	Halifax, N. S.....	6 00
4198	" 11...	George Taylor.....	Master.....	New Mills, N. B.....	Dalhousie, N. B.....	15 00
4199	" 11...	Daniel McNeil.....	".....	Dalhousie, N. B.....	".....	15 00
4200	" 11...	Oliver Lavoie.....	".....	Cap St. Ignace, Que.....	Quebec.....	15 00

\* Temporary certificate.

## SESSIONAL PAPER No. 23

## LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING Vessels, &amp;c.—Continued.

No. of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee
	1903.					\$ cts.
4201	Sept. 11.	Médéric Lemieux.....	Mate.....	St. Valière, Que.....	".....	6 00
4202	" 14.	Alphonse Forgues.....	Master.....	Notre Dame de Lévis, Que.	".....	15 00
4203	" 14.	Isaac Butler.....	".....	Vancouver, B.C.....	Vancouver.....	15 00
4204	" 14.	Francis Boutillier.....	".....	New Westminster, B.C.....	".....	15 00
4205	" 17.	Peter F. Mallett.....	".....	Yarmouth, N.S.....	Yarmouth, N.S.....	6 00
4206	" 17.	Wm. James Thompson.....	".....	Richards Landing, Ont.....	St. Catharines, O.....	15 00
4207	" 17.	Wm. John Leeder.....	Mate.....	Bracebridge, Ont.....	".....	6 00
4208	" 21.	Wm. A. Carson.....	Master.....	St. Andrews, N.B.....	Yarmouth, N.S.....	15 00
4209	" 26.	Arthur McKinley.....	".....	Liscombe, N.S.....	Halifax, N.S.....	15 00
4210	" 29.	Joseph A. Poner.....	".....	Portage du Fort, Que.....	Ottawa, Ont.....	15 00
4211	" 29.	George Campbell.....	Mate.....	Cardigan, P.E.I.....	Yarmouth, N.S.....	6 00
4212	" 29.	Isaac Harpell.....	Master.....	Halifax, N.S.....	Sydney, N.B.....	15 00
4213	" 29.	Wm. Joseph Power.....	".....	Portage du Fort, Que.....	Ottawa, Ont.....	15 00
4214	" 29.	George W. Robertson.....	".....	Port Hope, Ont.....	Kingston, Ont.....	15 00
4215	Oct. 2.	John Joseph Conlon.....	".....	Little Current, Ont.....	St. Catharines, O.....	15 00
4216	" 2.	Joseph Brown.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.....	6 00
4217	" 9.	Henry Wm. Calhoun.....	".....	St. Martins, N.B.....	St. John, N.B.....	6 00
4218	" 9.	George Wilson Forbes.....	".....	Parrsboro, N.S.....	".....	6 00
4219	" 17.	John B. DeJardine.....	Master.....	Garvas Bay, Ont.....	St. Catharines, O.....	15 00
4220	" 17.	Wm. A. Chapman.....	Mate.....	Vancouver, B.C.....	Vancouver, C.B.....	6 00
4221	" 17.	Grandison Benjamin.....	Mate.....	Port Greville, N.S.....	Yarmouth, N.S.....	6 00
4222	" 17.	Murdoch Johnson.....	".....	Orillia, Ont.....	St. Catharines, O.....	6 00
4223	" 17.	Charles W. Rockwell.....	Master.....	River Herbert, N.S.....	St. John, N.B.....	15 00
4224	" 23.	Amplias Berringer.....	".....	Lunenburg, N.S.....	Lunenburg, N.S.....	15 00
4225	" 23.	David Gagnon.....	".....	French River, Ont.....	St. Catharines, O.....	15 00
4226	" 23.	Clark Sensabaugh.....	".....	Lion's Head, Ont.....	".....	15 00
4227	" 23.	Percival Rye.....	".....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
4228	" 23.	George Burpee Carter.....	".....	St. John, N.B.....	Yarmouth, N.S.....	15 00
4229	" 23.	George M. Newell.....	".....	Clark's Harbour, N.S.....	".....	15 00
4230	Nov. 4.	Leo Phibs.....	Mate.....	Arichat, N.S.....	Halifax, N.S.....	6 00
4231	" 4.	Chas. J. O'Hanley.....	Master.....	Yarmouth, N.S.....	Yarmouth, N.S.....	15 00
4232	" 4.	Chas. O. Hill.....	".....	Collingwood, Ont.....	St. Catharines, O.....	15 00
4233	" 4.	Esau Priddle.....	".....	St. John, N.B.....	Yarmouth, N.S.....	15 00
4234	" 4.	John C. McDonald.....	".....	Gabarouse, N.S.....	Sydney, N.S.....	15 00
4235	" 4.	Thomas J. Smith.....	".....	Renfrew, Ont.....	Ottawa, Ont.....	15 00
4236	" 4.	Damase Champagne.....	".....	Lanoraie, Que.....	Quebec.....	15 00
4237	" 4.	B. Walter C. Manning.....	Mate.....	Bridgewater, N.S.....	Yarmouth, N.S.....	6 00
4238	" 4.	George Enos Mader.....	Master.....	Mahone Bay, N.S.....	Halifax, N.S.....	15 00
4239	" 13.	Lindsay Dauphinee.....	Mate.....	New Westminster, B.C.....	Vancouver, B.C.....	6 00
4240	" 13.	Lindsay Dauphinee.....	Master.....	".....	".....	15 00
4241	" 13.	Leon Tanguay.....	".....	Portage du Fort, Que.....	Ottawa, Ont.....	15 00
4242	" 13.	Theophile Trechon.....	".....	Chicoutimi, Que.....	Quebec.....	15 00
4243	" 14.	Chas. W. Mann.....	".....	Gabarouse, N.S.....	Sydney, C.B.....	15 00
4244	" 14.	James G. Bower.....	".....	Jordan Bay, N.S.....	Yarmouth, N.S.....	15 00
4245	" 16.	Octave Jules Morin.....	Mate.....	St. Marcel de l'Islet, Que.....	Quebec.....	6 00
4246	" 17.	Frederick W. Crossley.....	Master.....	The Narrows, Man.....	Rat Portage, O.....	15 00
4247	" 20.	Robert Percy.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.....	6 00
4248	" 20.	Robert Percy.....	Master.....	".....	".....	15 00
4249	" 20.	Alexander Sabean.....	".....	St. John, N.B.....	St. John, N.B.....	15 00
4250	" 23.	Albert Boudreau.....	".....	Mateghan River, N.S.....	Yarmouth, N.S.....	15 00
4251	" 23.	Stewart B. Johnson.....	".....	Victoria, B.C.....	Victoria, B.C.....	15 00
4252	Dec. 7.	Alonzo F. Mitchell.....	".....	Alimic Harbour, Ont.....	St. Catharines, O.....	15 00
4253	Dec. 10.	Wm. Thomas Brown.....	Master.....	Vancouver, B.C.....	Vancouver, B.C.....	15 00
4254	" 9.	Alex. McInnis.....	Mate.....	Parrsboro, N.S.....	St. John, N.B.....	6 00
4255	" 9.	Adelphé Quevillon.....	".....	Montreal, Que.....	Ottawa, Ont.....	6 00
4256	" 9.	Edmund Nagle.....	Master.....	Fort Resolution, N.W.T.....	Fort Resolution.....	15 00
4257	" 9.	Aurele Chabot.....	".....	St. Michel, Que.....	Quebec.....	15 00
4258	" 9.	Benjamin Dovland.....	".....	Toronto, Ont.....	St. Catharines, O.....	15 00
4259	" 9.	Wilfred Philpott.....	Mate.....	New Westminster, B.C.....	Victoria, B.C.....	6 00
4260	" 9.	Temple F. Sinclair.....	Master.....	Port Honey, B.C.....	".....	15 00
4261	" 9.	George D. Robertson.....	".....	Vancouver, B.C.....	".....	15 00
4262	" 9.	Joseph Simard.....	".....	Baie St. Paul, P.Q.....	Quebec.....	15 00
4263	" 21.	Harry M. English.....	Mate.....	Little Current, Ont.....	St. Catharines, O.....	6 00
4264	" 21.	Ferdinand Leuriens.....	".....	St. Valier, Que.....	Quebec.....	6 00
4265	" 21.	Daniel J. Morehouse.....	Master.....	Sandy Cove, N.S.....	Yarmouth, N.S.....	15 00



4-5 EDWARD VII., A. 1905

LIST of Certificates of Competency granted to Masters and Mates of INLAND and  
COASTING VESSELS, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1903.					\$ cts.
4266	Dec. 29..	Gustav Magnusson.....	Matter..	Sarnia, Ont .....	St. Catharines, O	15 00
4267	" 29..	John Millen .....	Mate.....	Almic Harbour, Ont.....	" .....	15 00
4268	" 29..	Wm. H. Lake .....	" .....	Cheverie, N.S. ....	Yarmouth, N.S. ....	15 00
4269	" 29..	Charles Pike .....	" .....	St. John, N.B. ....	St. John, N.B. ....	15 00
4270	" 31..	Louis Honore Roy .....	" .....	Quebec .....	Quebec .....	15 00
4271	" 31..	Rathburn Wm. Lovely .....	" .....	Parrsboro, N.S. ....	Yarmouth, N.S. ....	15 00
4272	" 31..	Ritchie Roy Spicer .....	Mate.....	Spencer's Island, N.S. ....	" .....	6 00
4273	" 31..	Patrick J. Bibby .....	Master...	Gravenhurst, Ont.....	St. Catharines, O	15 00
4274	" 31..	Alex. D. Livingstone .....	" .....	Nottawasaga, Ont.....	" .....	15 00
4275	" 31..	Julius Hanson .....	" .....	St. John, N.B. ....	St. John, N.B. ....	15 00
4276	" 31..	John George Gullion .....	" .....	Edmonton, N.W.T. ....	Rat Portage, O. ....	15 00
4277	" 31..	Ernest Wills .....	Mate.....	Halifax, N.S. ....	Sydney, N.S. ....	6 00
4278	" 31..	Dougal Patterson .....	Master...	New Westminster, B.C. ....	Victoria, B.C. ....	15 00
4279	" 31..	Abner Keen St. Clair .....	" .....	Victoria, B.C. ....	" .....	15 00
4280	" 31..	John J. Goodwin .....	" .....	" .....	" .....	15 00
4281	" 31..	Emil Ramlose .....	" .....	" .....	" .....	15 00
	1904.					
4282	Jan. 20..	Albert James Hamilton .....	" .....	Spanish Station, Ont.....	Spanish River, O	15 00
4283	" 20..	William Nelson Sangster .....	Mate.....	Huntsville, Ont.....	St. Catharines, O	6 00
4284	" 20..	John Schreiber .....	" .....	Bridgeport, Ont.....	" .....	6 00
4285	" 26..	Martin Murphy .....	Master...	Dartmouth, N.S. ....	Halifax, N.S. ....	15 00
42-6	" 27..	George W. Spinning .....	" .....	Vancouver, B.C. ....	Vancouver, B.C. ....	15 00
4287	" 27..	" .....	Mate.....	" .....	" .....	6 00
4288	" 27..	Albert Lawrence Carney .....	Master...	Sault St. Marie, Ont.....	St. Catharines, O	15 00
4289	" 27..	John Dick .....	" .....	Fergus, Ont.....	" .....	15 00
4290	Feb. 1..	Peter Laureat Lachance .....	Mate.....	Quebec .....	Quebec .....	6 00
4291	" 3..	Benjamin St. Denis .....	Master...	St. Anns de Bellevue, Que.	Ottawa, Ont.....	15 00
4292	" 6..	Joseph Houle .....	Mate.....	Cascade Point, Que.....	Kingston, Ont.....	6 00
4293	" 6..	Charles Stannard .....	" .....	Vancouver, B.C. ....	Vancouver, B.C. ....	6 00
4294	" 6..	Thomas Andrew Hughes .....	" .....	New Westminster, B.C. ....	" .....	6 00
4295	" 6..	" .....	Master...	" .....	" .....	15 00
4296	" 6..	David W. Burke .....	Mate.....	Penetanguishene, Ont.....	St. Catharines, O	6 00
4297	" 6..	Henry W. King .....	Master...	Toronto, Ont.....	" .....	15 00
4298	" 6..	Philidime Menard .....	" .....	Levis, Que.....	Quebec .....	15 00
4299	" 6..	Edward Wilcox .....	" .....	Quebec, Que.....	" .....	15 00
4300	" 11..	Hanford Whelpley .....	" .....	St. John, N.B. ....	St. John, N.B. ....	15 00
4301	" 16..	John Hann .....	" .....	Victoria, B.C. ....	Victoria, B.C. ....	15 00
4302	" 16..	John B. Somerby .....	" .....	Oak Bay Mills, Que.....	Campbellton, NB	15 00
4303	" 16..	John Thompson .....	" .....	New Westminster, B.C. ....	Vancouver, B.C. ....	15 00
4304	" 16..	Joseph Bergeron .....	" .....	Leclercville, Que.....	Quebec .....	15 00
4305	" 16..	Lemuel Sabeau .....	" .....	St. John, N.B. ....	St. John, N.B. ....	15 00
4306	" 22..	Alvan Lowell McLean .....	" .....	" .....	" .....	15 00
4307	" 22..	Benjamin Sham. Gale .....	" .....	" .....	" .....	15 00
4308	" 22..	Joshua Inglis .....	Mate.....	Victoria, B.C. ....	Victoria, B.C. ....	6 00
4309	" 22..	Arthur Gray .....	" .....	Levis, Que.....	Quebec .....	6 00
4310	" 24..	Olaf Swanson .....	Master...	Sheet Harbour, N.S. ....	Halifax, N.S. ....	15 00
4311	" 26..	William Savage .....	" .....	Wellington, Ont.....	St. Catharines, O	15 00
4312	" 26..	Wm. Thomas Rooney .....	Mate.....	Port Dalhousie, Ont.....	" .....	6 00
4313	" 26..	Ernest Hollingshead .....	Master...	Collingwood, Ont.....	" .....	15 00
4314	" 26..	George Jos. Motley .....	Mate.....	St. Catharines, Ont.....	" .....	6 00
4315	" 26..	William Hiscott .....	Master...	Port Colborne, Ont.....	" .....	15 00
4316	" 26..	Herbert C. West .....	Mate.....	Blackwell, Ont.....	" .....	6 00
4317	" 27..	Magnus Sinclair .....	Master...	New Westminster, B.C. ....	Vancouver, B.C. ....	15 00
4318	" 27..	Alexander Purvis .....	" .....	Gore Bay, Ont.....	Spa'sh Riv., Ont.	15 00
4319	" 29..	Donat Labonte .....	" .....	Beauharnois, Que.....	Ottawa, Ont.....	15 00
4320	" 29..	Joseph Anderson .....	Mate.....	Owen Sound, Ont.....	St. Catharines, O	6 00
4321	" 29..	Harry Paquet .....	Master...	St. Joseph de Lévis, Que.	Quebec .....	15 00
4322	Mar. 3..	Joseph Blais .....	" .....	Berthier en bas, Que.....	" .....	15 00
4323	" 3..	Olans Pederson .....	" .....	St. John, N.B. ....	St. John, N.B. ....	15 00
4324	" 3..	Wellington Bell .....	" .....	Vancouver, B.C. ....	Vancouver, B.C. ....	15 00
4325	" 3..	Alonzo Baker .....	" .....	New Westminster, B.C. ....	" .....	15 00
4326	" 3..	Arthur Baquet dit La- montagne .....	Mate.....	Lévis, Que.....	Quebec .....	6 00



## SESSIONAL PAPER No. 23

## LIST of Certificates of Competency given to Masters and Mates of INLAND and COASTING VESSELS, &amp;c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
4327	Mar. 3.	James L. Medley.....	Mate.	Barriefield, Ont.....	Kingston, Ont..	6 00
4328	" 3.	Alexander McIntyre.....	Master.	Collingwood, Ont.....	" "	15 00
4329	" 3.	George Larochelle.....	Mate.	St. Michelle, Que.....	Quebec "	6 00
4330	" 4.	Chas. Henry Ramsay.....	Master.	Spanish River Sta., Ont..	Spa'sh Riv., Ont.	15 00
4331	" 7.	Wm. Lawrence Butler.....	"	Victoria, B.C.....	Victoria, B.C.	15 00
4332	" 7.	Thomas Miller.....	"	St. John, N.B.....	St. John, N.B.	15 00
4333	" 7.	Fred. E. Martin.....	Mate.	Oakville, Ont.....	St. Catharines, O.	6 00
4334	" 7.	George Smith.....	"	Glenora, Ont.....	Kingston, Ont.	6 00
4335	" 7.	Freeman Himmelan.....	Master.	Ritcey's Cove, N.S.....	Lunenburg, N.S.	15 00
4336	" 7.	Frank A. Cook.....	Mate.	Montreal, Que.....	St. Catharines, O.	6 00
4337	" 7.	Clayton W. Collins.....	Master.	Westport, N.S.....	Yarmouth, N.S.	15 00
4338	" 14.	Harry Morris Peatman.....	"	St. John, N.B.....	St. John, N.B.	15 00
4339	" 14.	Edmund L. Cameron.....	"	"	"	15 00
4340	" 14.	Fred S. Reay.....	"	Beauharnois, Que.....	Ottawa, Ont.	15 00
4341	" 15.	Chas. Wm. Lait.....	Mate.	New Westminster, B.C.....	Vancouver, B.C.	6 00
4342	" 14.	Chas. Henry Reid.....	Master.	Gaburus, N.S.....	Sydney, N.S.	15 00
4343	" 16.	Jules Lamarre.....	Mate.	St. Valier, Que.....	Quebec	6 00
4344	" 17.	Harry Hugh Robinson.....	Master.	Parrsboro, N.S.....	St. John, N.B.	15 00
4345	" 17.	Archibald Stewart.....	"	Mattawa, Ont.....	Ottawa, Ont.	15 00
4346	" 17.	Alexander Colman.....	Mate.	Massie P. O., Ont.....	St. Catharines, O.	6 00
4347	" 21.	Julius Lachance.....	"	Quebec, Que.....	Quebec.	6 00
4348	" 21.	Louis Labadie.....	Master.	Berthier en bas, Que.....	"	15 00
4349	" 21.	George Bliss Glazier.....	"	Sunbury Co., N.S.....	Frederic't'n, N.B.	15 00
4350	" 21.	Joseph Noble Blenkhorn.....	"	Canning, N.S.....	Yarmouth, N.S.	15 00
4351	" 23.	Samuel Kent.....	"	Musquodoboit, N.S.....	Halifax, N.S.	15 00
4352	" 24.	Jemieson B. Clark.....	"	Collingwood, Ont.....	Kingston, Ont.	15 00
4353	" 24.	Angus K. McDonald.....	"	Vancouver, B.C.....	Vancouver, B.C.	15 00
4354	" 24.	Michl. Heffernan.....	"	Pictou, Ont.....	Kingston, Ont.	15 00
4355	" 24.	W. E. Akerley.....	Mate.	Wickham, N.B.....	St. John, N.B.	6 00
4356	" 24.	Albert McKenny.....	Master.	Wisawasa, Ont.....	Ottawa, Ont.	15 00
4357	" 24.	Minard Hicks.....	"	South Bay, Ont.....	Kingston, Ont.	15 00
4358	" 24.	George W. Graham.....	"	Arrowhead, B.C.....	Arrowhead, B.C.	15 00
4359	" 24.	Malcolm Campbell.....	Mate.	Nelson, B.C.....	Nelson, B.C.	6 00
4360	" 24.	Malcolm McGillivray.....	"	Mattawa, Ont.....	St. Catharines, O.	6 00
4361	" 24.	John Smith.....	"	Kirkville, Ont.....	"	6 00
4362	" 24.	Benjamin M. Bowen.....	Master.	Trenton, Ont.....	"	15 00
4363	" 24.	Edgar A. G. Walton.....	Mate.	Magnetawan, Ont.....	"	6 00
4364	" 24.	Francis J. Davis.....	Master.	Owen Sound, Ont.....	Kingston, Ont.	15 00
4365	" 24.	Frank Beecroft.....	Mate.	Penetanguishene, Ont.....	"	6 00
4366	" 24.	James Reoch.....	"	Nottawa, Ont.....	"	6 00
4367	" 24.	Cyril Saave.....	Mate.	Kingston, Ont.....	Kingston, Ont.	6 00
4368	" 24.	Joseph B. Weeks.....	Master.	Okanagan Landing, Ont.....	Nelson, B.C.	15 00
4369	" 24.	Arthur John Gibson.....	Mate.	Luskville, Que.....	Ottawa, Ont.	5 00
4370	" 24.	Odber A. Flewelling.....	"	Oak Point, N.B.....	St. John, N.B.	5 00
4371	" 24.	John P. Douglas.....	"	New Westminster, B.C.....	Vancouver, B.C.	5 00
4372	April 2.	James Matchett.....	Master.	Keewatin, Ont.....	Rat Portage, Ont.	15 00
4373	" 7.	Hamilton N. Cockburn.....	"	Sturgeon Falls, Ont.....	Ottawa, Ont.	15 00
4374	" 7.	Everett D. Cann.....	Mate.	North Sydney, N.S.....	Sydney, C.B.	6 00
4375	" 7.	John Adams.....	"	Collingwood, Ont.....	St. Catherines, Ont.	6 06
4376	" 7.	Wm. J. Santine.....	"	Brechin, Ont.....	"	6 00
4377	" 7.	Fred Bruce Wallace.....	"	Midland, Ont.....	"	6 00
4378	" 7.	John E. Hunter.....	Master.	Sarnia, Ont.....	"	15 00
4379	" 7.	Alexander Mills.....	Mate.	Kingston, Ont.....	Kingston, Ont.	6 00
4380	" 7.	Douglas M. Wasson.....	"	Arrowhead, B.C.....	Arrowhead, B.C.	6 00
4381	" 7.	John W. Stacey.....	"	North Sydney, N.S.....	Sydney, N.S.	5 00
4382	" 7.	Wm. Simeon Pennie.....	Master.	Queensport, N.S.....	"	15 00
4383	" 7.	Franklin E. Hall.....	"	L'Orignal, Ont.....	Kingston, Ont.	15 00
4384	" 7.	Alexander Longille.....	Mate.	North Sydney, N.S.....	Sydney, N.S.	6 00
4385	" 7.	Wm. S. Wooster.....	Master.	New Westminster, B.C.....	Vancouver, B.C.	15 00
4386	" 7.	"	Mate.	"	"	6 00
4387	" 7.	Joseph Ryan.....	Master.	Charlottetown, P.E.I.....	Sydney, N.S.	15 00
4388	" 7.	Everett B. Nickerson.....	"	West Port Clyde, N.S.....	Yarmouth, N.S.	15 00
4389	" 7.	Philippe Mongeau.....	"	St. Anne de Sorel, Que.....	Sorel, Que	15 00

4-5 EDWARD VII., A. 1905

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
4390	April 7...	Hermidas Mongeau.....	Master.....	Sorel, Que.....	"	15 00
4391	" 7...	Alfred Lahays.....	"	Blind River District, Ont.	Spanish River, Ont.....	15 00
4392	" 7...	Thomas W. Wood.....	"	Orillia, Ont.....	St. Catharines, Ont.....	15 00
4393	" 7...	Kenneth McAskill.....	Mate.....	Slocan, B.C.....	Vancouver, B.C.	6 00
4394	" 11...	C. J. E. House.....	Master.....	Vancouver, B.C.....	"	15 00
4395	" 11...	"	Mate.....	"	"	6 00
4396	" 11...	Jean B. Coderre.....	"	Lanaric, Que.....	Quebec, Que.....	6 00
4397	" 11...	Frank I. Ritchie.....	Master.....	Three Rivers, Que.....	"	15 00
4398	" 11...	Joseph Arthur Dupil.....	Mate.....	Quebec.....	"	6 00
4399	" 11...	McGregor, Fraser.....	"	Pictou Landing, N.S.....	Sydney, N.S.....	6 00
4400	" 15...	Louis Racine.....	Master.....	Calumet, Que.....	Ottawa, Ont.....	15 00
4401	" 20...	Thos. Francis Truswell.....	"	Dawson City, Y.T.....	Vancouver, B.C.	15 00
4402	" 22...	John Gulliver.....	Mate.....	Douglstown, N.B.....	St. John, N.B.....	6 00
4403	" 22...	Spurgeon Amos.....	Master.....	Lower Derby, N.B.....	"	15 00
4404	" 22...	Chas. I. P. Phibbs.....	"	Vancouver, B.C.....	Vancouver, B.C.	15 00
4405	" 22...	John Genelle.....	"	Makusp, B.C.....	Arrowhead, B.C.	15 00
4406	" 22...	Donald Angus McLean.....	"	Loggieville, N.B.....	St. John, N.B.....	15 00
4407	" 22...	William Joyce.....	"	Bronte, Ont.....	St. Catharines, Ont.....	15 00
4408	" 22...	Arthur E. Elliot.....	Mate.....	Colchester, Ont.....	"	6 00
4409	" 22...	Norman McL. Scott.....	"	Hamilton, Ont.....	"	6 00
4410	" 22...	William Fertile.....	"	Bronte, Ont.....	"	6 00
4411	" 22...	E. F. Kendall.....	Master.....	Rat Portage, Ont.....	Rat Portage, Ont.....	15 00
4412	" 22...	George Guenard.....	"	Province of Quebec.....	Quebec.....	15 00
4413	" 22...	Thomas Sullivan.....	"	Kingston, Ont.....	Kingston, Ont.....	15 00
4414	" 22...	George E. Muirkhead.....	Mate.....	Prince Edward Isle.....	Charlottetown.....	6 00
4415	" 22...	George Jean.....	"	Notre Dame de Lévis, Que.	Quebec, Que.....	6 00
4416	" 22...	James O'Connell.....	Master.....	Providence, R.I.....	F. Smith, N.W.T.	15 00
4417	" 22...	Harry R. Muir.....	Mate.....	Shelburne, N.S.....	Yarmouth, N.S.	6 00
4418	" 22...	Zépherin Leroux.....	Master.....	Valleyfield, Que.....	Ottawa, Ont.....	15 00
4419	" 22...	Venanzio Martinolick.....	"	New Westminster, B.C.....	Vancouver, B.C.	15 00
4420	" 22...	Alexander Thompson.....	Mate.....	Victoria, B.C.....	Victoria, B.C.....	6 00
4421	" 22...	Harold S. Okell.....	"	"	"	6 00
4422	" 22...	Archibald E. Frackear.....	Master.....	Chatham, N.B.....	St. John, N.B.....	15 00
4423	" 22...	Samuel Judson Thorne.....	"	St. John, N.B.....	"	15 00
4424	" 26...	Joseph Sharon.....	"	Windsor, Ont.....	Kingston, Ont.....	15 00
4425	" 26...	Charles Gehrke.....	"	Lunenburg, N.S.....	Sydney, N.S.....	15 00
4426	" 28...	Israel Desforges.....	"	Calumet, Que.....	Ottawa, Ont.....	15 00
4427	" 28...	Harry Colvin.....	"	Port Dalhousie, Ont.....	St. Catharines, O.	15 00
4428	" 30...	Banks E. Rudderham.....	"	North Sydney, N.S.....	Sydney, N.S.....	15 00
4429	May 4...	David A. Sangster.....	"	Charlottetown, P.E.I.....	Charl'tn, P.E.I.	15 00
4430	" 4...	James A. Hughes.....	"	"	"	15 00
4431	" 4...	Herbert W. Doyle.....	"	"	"	15 00
4432	" 7...	Emile Seguin.....	"	Hudson, Que.....	Ottawa, Ont.....	15 00
4433	" 7...	William Brooks.....	"	Liverpool, N.S.....	Yarmouth, N.S.	15 00
4434	" 7...	Albert Robertson.....	"	Rat Portage, Ont.....	Rat Portage, Ont	15 00
4435	" 7...	Napoléon Lachance.....	Mate.....	Isle of Orleans, Que.....	Quebec, Que.....	6 00
4436	" 7...	John Munroe.....	"	Pictou, N.S.....	Yarmouth, N.S.	6 00
4437	" 10...	Arthur S. Pride.....	Master.....	Sonora, N.S.....	Halifax, N.S.....	15 00
4438	" 10...	George Morton Morrell.....	Mate.....	Yarmouth, N.S.....	Yarmouth, N.S.	6 00
4439	" 10...	Jacob Black.....	Master.....	Barwick, Ont.....	Rat Portage, Ont	15 00
4440	" 10...	David Simpson.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.	6 00
4441	" 10...	Walter Leeder.....	"	Bracebridge, Ont.....	St. Catharines, O.	6 00
4442	" 10...	Ruben H. Morier.....	Master.....	Little Current, Ont.....	"	15 00
4443	" 10...	George Lawrence.....	"	Warton, Ont.....	"	15 00
4444	" 10...	James Woolner.....	"	Collingwood, Ont.....	"	15 00
4445	" 10...	William Malcolm.....	"	Toronto, Ont.....	"	15 00
4446	" 10...	James Adams.....	Mate.....	Nottawasaga, Ont.....	"	6 00
4447	" 14...	Malcolm McGillivray.....	Master.....	Gore Bay Town, Ont.....	Spanish River, O.	15 00
4448	" 14...	Oliver H. P. Rogers.....	Mate.....	New Westminster, B.C.....	Vancouver, B.C.	6 00
4449	" 14...	James D. Simpson.....	"	Birdsall, Ont.....	Kingston, Ont.....	6 00



## SESSIONAL PAPER No. 23

List of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
4450	May 14.	Martin Currier.....	Master.....	Oromocto, N.B.....	Fredericton, N.B.	15 00
4451	" 14.	George S. Forbes.....	Mate.....	Victoria, B.C.....	Victoria, B.C.	6 00
4452	" 14.	John Butler.....	".....	St. Catharines, Ont.....	St. Catharines, O.	6 00
4453	" 14.	Stephen M. Roff.....	Master.....	Parrsboro', N.S.....	St. John, N.B.	15 00
4454	" 14.	John Ferguson.....	".....	Warton, Ont.....	St. Catharines, O.	15 00
4455	" 14.	Ernest J. Cross.....	".....	Port Arthur, Ont.....	Port Arthur, Ont.	15 00
4456	" 19.	Ernest Trotter.....	Mate.....	Bobcaygeon, Ont.....	Kingston, Ont.	6 00
4457	" 19.	Samuel Wilson.....	".....	Owen Sound, Ont.....	"	6 00
4458	" 19.	George Nelson Hudgin..	".....	Picton, Ont.....	"	6 00
4459	" 19.	Frank S. Ott.....	".....	Owen Sound, Ont.....	"	6 00
4460	" 19.	John W. McCannel.....	".....	Collingwood, Ont.....	"	6 00
4461	" 19.	Wm. F. Bristow.....	".....	Adolphustown, Ont.....	"	6 00
4462	" 19.	Nathaniel Barrett.....	".....	Owen Sound, Ont.....	"	6 00
4463	" 19.	Richard Stanley Griffiths	Mate.....	Victoria, B.C.....	Victoria, B.C.	6 00
4464	" 19.	Edward Cook.....	Master.....	Milford, Ont.....	Kingston, Ont.	15 00
4465	" 25.	Isaac Laroque.....	".....	Sturgeon Falls, Ont.....	Ottawa, Ont.	15 00
4466	" 28.	Gordon Lewis.....	Mate.....	Keewatin, Ont.....	Rat Portage, O.	6 00
4467	June 2.	Robt. Wm. McNeil.....	".....	Vancouver, B.C.....	Vancouver, B.C.	6 00
4468	" 2.	Edward Muir.....	Master.....	Sutton West, Ont.....	Kingston, Ont.	15 00
4469	" 2.	Howard Austin Burnet..	Mate.....	Deseronto, Ont.....	"	6 00
4470	" 4.	Edward McDonald.....	".....	Chatham, Ont.....	St. Catharines, O.	6 00
4471	" 7.	Moses Anthony Jesmet..	Master.....	Cornwall, Ont.....	Ottawa, Ont.	15 00
4472	" 7.	McLean Campbell.....	Mate.....	Collingwood, Ont.....	St. Catharines, O.	6 00
4473	" 7.	Best Fullerton.....	".....	Bent River, Ont.....	"	6 00
4474	" 7.	Henry H. Lundy.....	Master.....	Westbourne, Man.....	Rat Portage, O.	15 00
4475	" 7.	John Gibbs.....	".....	Richard's Landing, Ont..	St. Catharines, O.	15 00
4476	" 7.	Wm. H. Robinson.....	Mate.....	New Westminster, B.C..	Vancouver, B.C.	6 00
4477	" 7.	Joseph Desmeules.....	".....	Murray Bay, P.Q.....	Quebec.....	6 00
4478	" 7.	John G. Pratt.....	".....	Toronto, Ont.....	St. Catharines, O.	6 00
4479	" 10.	Thomas Packer.....	Master.....	Torrance, Ont.....	"	15 00
4480	" 10.	John K. Livingston.....	".....	St. John, N.B.....	St. John, N.B.	15 00
4481	" 10.	Patrick Mahon.....	".....	Main-à-Dieu, B.C.....	Sydney, N.S.	15 00
4482	" 10.	Albert Cander.....	Mate.....	Picton, Ont.....	St. Catharines, O.	6 00
4483	" 10.	John Maikson.....	Master.....	Malcolm Island, B.C..	Vancouver, B.C.	15 00
4484	" 13.	Marcel Aucoin.....	".....	Matane, Que.....	Quebec.....	15 00
4485	" 13.	Joseph Roy.....	Mate.....	St. Roch de Richelieu, Que	"	6 00
4486	" 13.	James Balmer.....	Master.....	Oak Point, N.B.....	St. John, N.B.	15 00
4487	" 13.	David A. Williams.....	Mate.....	Sault Ste. Marie, Ont.....	St. Catharines, O.	6 00
4488	" 2.	Philip Hardy.....	Master.....	North Sydney, N.S.....	Sydney, N.S.	15 00
4489	" 20.	Alfred Edgar Harris.....	".....	Gore's Landing, Ont.....	Kingston, Ont.	15 00
4490	" 20.	George G. Allan.....	Mate.....	New Westminster, B.C..	Vancouver, B.C.	6 00
4491	" 22.	John Kennedy.....	Master.....	Pembroke, Ont.....	Ottawa, Ont.	15 00
4492	" 27.	Francis Thos. Sinnott..	".....	Penetanguishene, Ont..	Kingston, Ont.	15 00
4493	" 27.	Henry Thoussell.....	".....	Brockville, Ont.....	"	15 00
4494	" 27.	H. Baula Wessel.....	".....	Gananoque, Ont.....	"	15 00
4495	" 27.	Edward Gauthier.....	Mate.....	Valleyfield, Que.....	Ottawa, Ont.	6 00
4496	" 27.	Anders Janasen.....	".....	Montreal River P.O., Ont.	"	6 00
4497	" 27.	W. H. Garner.....	".....	Frazer River, B.C.....	Vancouver, B.C.	6 00
4498	" 27.	James Stevenson.....	".....	Selkirk, Man.....	Rat Portage, O.	6 00
4499	" 27.	Wm. R. Isherwood.....	Master.....	Fort Francis, Ont.....	Port Francis, O.	15 00
4500	" 27.	Narcisse Poirier.....	Mate.....	Melocheville, Que.....	Kingston, Ont.	6 00
4501	" 27.	Harry Edgar Brooks.....	".....	Picton, Ont.....	"	6 00
4502	" 27.	John E. Turney.....	".....	Vancouver, B.C.....	Vancouver, B.C.	6 00
4503	" 27.	John Howard Longley..	Master.....	".....	Victoria, B.C.	15 00



## APPENDIX No. 45

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended June 30, 1904.

Date of casualty.	Name of Ship.	Age of ship.	Port of Registry.	How Rigged. — Wood. — Iron or Steel. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1903.		Yrs								
July 29	Ada G. (54,457)	36	St. John, N.B.	None, wood, steam.	31	Lying up at Marble Cove, St. John, N.B.		Burned ..	.....	Total, \$ 4,000
June 15	Ayr. (92,350)	17	"	Schr., wood, sail.	121	St. John, Vineyard Haven, Boston.	Nantucket shoals, U.S.A.	Stranded ..	.....	Partial, 400
"	Argentina. (92,682)	13	Pictou.	Bgtn., wood, sail.	583	New York to Buenos Ayres.	Bear River, N.S.	Fell over at low tide ..	.....	Partial.
July 14	Abana. (96,945)	.....	St. John, N.B.	Schr., wood, sail.	97	St. Martin's, N.B., to Bridgeport, Conn.	Off Point Judith, Conn., U.S.A., Atlantic.	Damaged in collision ..	.....	Partial, \$360
Nov. 7	Alacritia.	1	Christianiana, Sweden.	Ship, steel, sail.	1823	Glasgow to St. Anne des Montes.	30 miles S. S. E. of St. Paul's Island, C.B.	Cargo shifted, vessel lifted 30°, labelled for \$3,500.	.....	
Aug. 24	Albertina. (94,736)	13	Windsor, N.S.	Bktn., wood, sail.	654	Annapolis, N.S., Digby, N.S., to Montevideo, S.A.	Lat. N., 36°, Long. W., 48°, N. Atlantic.	Lost masts and sails, Master M. Christian sen.	.....	
Nov. 9	Angel's Padre.	.....	Italian Genoa.	Schr., iron, steam.	1903	Chatham, N.B., to Brownhead for orders.	Miramichi Bay, N.B.	Stranded, Master A. Girarde.	.....	Cargo, 3,500
Oct. 24	Avis. (85,978)	21	St. John, N.B.	Schr., wood, sail.	125	Joggins, N.S., to St. John, N.B.	Off Martin Head, Bay of Fundy.	Sprung a leak.	.....	
"	Avon. (64,502)	30	Windsor, N.S.	Schr., wood, sail.	182	Perth Amboy to St. John, N.B.	N. E. side of Cranberry Isles, Me., U.S.A.	Stranded error of master, Master H. B. McKiel.	.....	Total, 3,300
Sept. 24	Advent. (112,321)	1½	Lunenburg, N.S.	Schr., wood, sail.	256	New York, Maccons, to New York.	Diamond shoal Lt. ship, N.W., 21 miles, U.S.A.	Sprung a leak and lost sails, Master W. D. Scut.	.....	Partial, 2,100
Dec. 15	Amur. (98,073)	13	Victoria, B.C.	Schr., iron, steam.	570	Victoria, Ketchikan to Port Simpson.	Port Simpson, B.C. ....	Stranding, master.	.....	Trifling.

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1904.	Jan.	2	Ayr..... (92,358)	17	St. John, N.B.	Schr., wood, coal.	121	St. John, N.B. to City Island for orders.	10 miles E. Highland, Cape Cod.	Vessel got water-logged, was abandoned.	Total,	4,896
	"	22	Alexa..... (111,745)	2	Lunenburg, N.S.	Schr., wood, sail.	99	Lunenburg, N.S. to New Manserville to New York.	Romer shoal, New York harbour, U. S.A.	Stranding, Scott Corkum, master.	Total,	12,500
	Feb.	19	Arabia..... (111,750)	80	"	Schr., wood, sail.	80	Cardigan, P.E.I., to Lunenburg, N.S. to Boston, U.S.A.	Boston, lying at wharf	Burned, Thos. A. Back- man, master.	Part,	3,500
1903.	Dec.	18	Alaska..... (94,788)	14	"	Schr., wood, sail.	87	St. Georges, Nfld. to Bay of Islands.	Stephenville cove, St. George's Bay, Nfld.	Stranding, caused by cur- rent and squall, master.	Total,	2,000
	Aug.	10	Arrow..... (11,699)	1	Liverpool, N.S.	Schr., wood, sail.	183	Liverpool, N.S. to Port Antonio, Ja.	Harbour of Port An- tonio, Jamaica.	Blown ashore by squall, master.	Partial,	50
1904.	June	4	Annie Bliss.....	33	New York, U.S.A.	Schr., wood, sail.	275	Salem, Mass. to Hills- boro, N.R.	Apple River, N., bear- ing E., 3 miles, Bay of Fundy.	Lost foremast stays and damaged keelson and rigging.	Partial,	700
	"	30	Albertina..... (94,736)	14	Windsor, N.S.	Bktn., wood, sail.	654	Halifax, N.S., New York to Yarmouth, N.S.	Chalain, Mass, U.S.A.	Struck unknown obstacle, mate.		
	Mch.	13	Alkaline..... (103,731)	7	Parrsboro, U.S.	Bktn., wood, sail.	626	Philadelphia, U.S.A. 36° 58' N., 63° 40' N., to Buenos Ayres, N. S. Atlantic.	Master.			
	May	14	Acacia..... (92,627)	16	Liverpool, N.S.	Schr., wood, sail.	99	Etonville, N.S. to New York, U.S.A.	East River, New York, U.S.A.	Sloop Thomas Wilson, ran into the "Acacia," master and owner.	Partial,	100
1903.	May	12	Bertha Gray..... (90,899)	13	Yarmouth, N.S.	Brig, wood, sail.	320	Bear River, Jackson- ville to St. Kitts, Martinique.	Lat. 32° 16' W., Long. 77° 56' W.	Abandoned. Master J. Richards.	Crew taken off by SS, St. Oswald. Total.	
	June	21	Bessie..... (100,545)	7	Digby, N.S.	Schr., wood, sail.	88	Yarmouth, N.S. to Pawtucket.	Vineyard Haven, U. S.A.	Broke tiller.		
	July	3	Bonnie Doone .. (96,952)	13	St. John, N.B.	Schr., wood, sail.	117	St. John, N.B., Clem- ments Port to Bos- ton, U.S.A.	Off Digby Gut, N.S.	Lost jib during gale. Master M. F. Hayes.		
	"	24	Baines Hawkins. (83,918)	22	Newcastle, G.B.	Schr., iron, steam.	435	Yarmouth, N.S. to Pictou, N.S.	Harriet Ledge, be- tween Yarmouth and Cape Sable, N.S.	Stranded. Master J. C. Peters.	Partial,	10,000
	Sept.	9	Battistina Madre	29	Genoa.....	Bk., wood, sail.	782	Savona, Italy to St. John, N.B.	Repairing at St. John.	Fell over on the blocks and was so damaged, that she was sold by auction.	Total,	5,000
	July	25	Bessie G..... (85,629)	19	Parrsboro, N.S.	Schr., wood, sail.	69	River Herbert, N.S. to Parrsboro, N.S.	River Herbert, Cum- berland Bay, N.S.	In collision with bridge. Master W. L. Gates.	Part,	160
	Aug.	1	Bingette.....	546	Christiansand.	Bk., wood, sail.	546	Havre, France to Sheet Harbour.	45 miles S.E. of Sheet Harbour, N.S.	Collided with s c h r. (Georgia in dense fog. Master J. W. Anderson	Part,	500



STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &amp;c.—Continued.

Date of casualty.	Name of Ship.	Age of ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1903.		Y'rs								
Oct. 16	Baden Powell... (107,780)	3	Chatham, N.B.	Schr., wood, sail.	97	Chatham, N.B. to New York, U.S.A.	25 miles N.E. of Cape Cod, Highland light, U.S.A.	Lost 16 lath in gale. Owners.	....	Cargo, 32
.....	Britannia..... (100,342)	4	Martland, N.S.	Schr., wood, sail.	263	New York to Cartagena	Galera Zemba, S.E. by S., 3 miles 10' 45' N. 75° 25' W.	Stranded. J. H. Nickerson, master.	....	Total loss.
1904.										
May 12	Bonavista..... (87,960)	20	Montreal, Que.	Schr., iron, steam.	837	St. Johns, Nfld., Sydney, N.S. to Montreal, Que.	Pt. St. Francis, Lawrence river.	Collision with D.G.S. Eureka. Master.	....	Partial.
" 26	Bobs..... (92,747)	10	Parrsboro, N.S.	Schr., wood, sail.	97	Parrsboro, N.S., Rockland, Me., to Vineyard Haven.	Off Cape Ann, Mass., U.S.A.	Broke 4 deck beams. Owner.	....	Part, 1,192
Feb. 4	Bessie A..... (100,340)	6	Parrsboro, N.S.	Schr., wood, sail.	96	Red Beach, Me. to Parrsboro, N.S.	Bay of Fundy, Basin of Minas.	Jammed by ice. Master and owner.	....	Part, 1,316
1903.										
June 5	Creedmoor.....	19	St. John, N.B.	Ship, wood, sail.	1398	Ship Island to Montevideo.	31° 44' S., 46° 53' W., S. Atlantic.	Lost rudder during storm. Master A. R. Kennedy.	....	
Aug. 29	Chas S. Whitney (90,505)	18	Parrsboro, N.S.	Ship, wood, sail.	1651	Rouen, France to New York.	Execution Rock, Long Island Sound, N.Y., U.S.A.	Stranded. Master Levi Atkins.	....	Part, 5,000
June 15	Cuba..... (85,441)	20	Windsor, N.S.	Bktn., wood, sail.	453	New York, U.S.A. to Yarmouth, N.S.	Nantucket Shoals, U.S.A.	Broke windlass. Master G. E. Bentley.	....	Part, 150
Nov. 9	C. D. Rand.....	12	Victoria, B.C.	Schr., wood, sail.	51	Victoria, B.C. to Dutch Harbor, Alaska, U.S.A.	Kyuquot Sound, B.C.	Stranded. Master J. G. Searle.	....	Partial.
Aug. 19	Carolina..... (101,261)	26	St. Johns, Nfld	— iron, — steam.	610	Quebec, Tadoussac to Chicoutimi.	Passé Paire, Saguenay river.	Stranded in foggy weather.	....	Partial.
Oct. 18	Champion.....	3	Vancouver, B.C.	— steam.	68	Vancouver, Esquimalt to Vancouver.	Oyster Bay, Vancouver Island, B.C.	Burned. Owners.	....	Total, 8,560
" 20	Crystal Stream... (172,229)	30	St. John, N.B.	— wood, — steam.	304	St. John, N.B., on excursion.	Kennebecakes river, near Rothesay, N.B.	Ran on a rock. Manager D. J. Purdy.	....	Part, 400





STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1903.		Yrs								\$
Dec. 19 1904.	Edward Grover. (107,954)	20	Lunenburg, N.S.	Schr., wood sail.	69	Whitney Pier, C.B.	Charlottetown, Sydney, C.B.	Stranding, G. A. Cruick- shank, master.	.....	
Mar. 26 1903.	Elliot (97,076)	11	Charlottetown, P.E.I.	Schr., wood, steam.	227	Halifax, N.S., to Chan- nel, Nfld., sealing voyage.	St. Paul's Island, Gulf of St. Lawrence.	Stranded, jammed in ice pack, Capt. McMillen.	.....	Total, 30,000
June 14	Franklin (90,617)	14	Moncton, N.B.	Schr., wood, sail.	124	Edgewater, to St. John, N.B.	Off Vineyard lightship.	In collision, lost mast and sails.	.....	
July 21	Florida (100,567)	11	Lunenburg, N.S.	"	148	New York, to Colon, Lagarto.	Lagarta Coast, Colum- bia, S.A.	Stranded, Master C. Brinkman.	.....	4,800
" 24	Foster Rice (107,602)	4	Annapolis, N.S.	"	179	Arroyo, P.R., Bermu- da, to St. John, N.B.	37° 30' N., 67° 40' W. N. Atlantic.	Damaged in a hurricane, Master E. Brinton.	.....	Ship, 5,700 Cargo, 3,580
Sept. 27 1904.	Florence (100,864)	10	Quebec, Que.	Sails	46	Matane	.....	Stranded	.....	1,700 Total,
May 7 1903.	Falmouth. (72,184)	28	Windsor, N.S.	Schr., wood, sail.	477	Loading at Parrsboro, N.S., for New York.	.....	"	.....	6,000
June 15	Genesta (92,361)	16	St. John, N.B.	"	98	Annapolis, N.S., to Portland, Me., Bos- ton, Mass.	.....	Lost deckload, Master A. Holmes.	.....	"
July 2	Goldseeker (103,203)	7	Liverpool, N.S.	"	199	Liverpool, N.S., to Cartagena, Isle of Pines.	10 miles E. N. E. Isle of Pines, Caribbean Sea.	Capsized and sank, Mas- ter G. S. Diggdon.	4	"
27	Gumo	33	Fredrickstad, Norway.	Bktn., wood, sail.	849	Campbellton to Swan- sea.	West of the Magdalen Islands, Gulf of St. Lawrence.	Sprung a leak in gale, Master Mathieson.	.....	Partial.



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Aug.	1	Georgia (100,825)	10	St. Johns, Nfld	Schr., wood, sail.	34	Burnt Island, Nfld., Halifax, N.S.	to 45 miles S.E. Harbour, N.S.	Sheet	Collided with <i>B. K. Birgitte</i> and foundered, Master L. Forward.	Total.
Apr.	25	George T. Hay (90,514)	16	Parrsboro', N.S.	Ship, wood, sail	1,647	Rouen, France, to New York, U.S.A.	River Seine, France	Anchor was dropped by accident, caused vessel to swing ashore.	Partial,	4,000
Nov.	8	Georgian (107,907)	5	Victoria, B.C.	Barge, wood	894	Vancouver, B.C., to Union Bay, B.C.	Gillies' Bay, Island, B.C.	Trifling accident owing to tow-line breaking, owner, S. McKenzie.	"	2,500
Sept.	9	Goliath	3	Halifax, N.S.	Schr., wood, steam.	99	Caracquet to Neguac	Shippegan, N.B.	Stranding, Master P. H. Gasler.	"	14,000
July	23	G. E. Bentley (100,120)	12	Parrsboro', N.S.	Schr., wood, sail	250	Mobile, U.S.A., to Cienfuegos, Cuba.	Gulf of Mexico	Wrecked, H. M. British Consul.	Total,	
1904.		Granada		Port Hawkesbury, N.S.	"	60	Port Mulgrave, to D'Escousse, St. Peter's.	Grand Grave, St. Bay, N.S.	Burned	"	
June	22	Garfield White (94,864)	14	Parrsboro', N.S.	"	99	New York to Apple River.	Off Gray Head, Martha's Vineyard.	Lost foremast head in heavy squall, Boston Consul.	Partial,	500
May	18	Golden Rod (86,462)	5	Gloucester, Mass.	"		Gloucester to Chester, The Banks.	Port Hastings, N.S.	Run down by steamer, F. W. Roebbling, master.		
July	2	Goldseeker (103,203)	7	Liverpool, N.S.	"	194	Grenada to Cartagena, St. Blas Coast.	10 miles E.N.E. Isle of Pines, San Blas.	Foundered, capsized by squall.	5 Total,	7,000
June	24	Hazel Glen (85,554)	19	Yarmouth, N.S.	"	95	St. John, N.B., to Halifax, N.S.	Troops Point, Annapolis River, N.S.	Stranded, Master Anderson.	"	1,200
July	10	Hernod		Bremen, Ger.	Schr., steel, steam.	1,918	Sunderland, Boston, to Sydney, C.B.	Flint Isle, Cape Breton.	Stranded, Master A. Gabbish.		
June	22	H. A. Holder (96,756)	13	St. John, N.B.	Schr., wood, sail.	94	St. John, N.B., to New Haven, Conn.	40 miles N.E. by Highland Light, Cape Cod, N. Atlantic.	Lost 71 laths, Master A. McIntyre.	Cargo,	142
May	29	Holena Maude (85,563)	20	Barrington, N.S.	"	97	Newcastle, N.B., to New York.	Shovelfull shoals, N. Atlantic.	Stranded, Master P. Trenholme.		
July	26	Hedwig	5	Flensburg, Germany.	--- steel, steam.	1,540	London, G.B., Bathurst N.B., Manchester.	7 miles S.E. Pt. Amour shoals Belle Isle.	Collision with an iceberg, Master B. Jensen.	Partial,	1,000
"	22	Hattie & Lottie	19	New Bedford, U.S.A.	Schr., wood, sail.	96	St. Vincent, Cape Verde to St. John, N.B.	Lat. 40° N., Long. 60° W., N. Atlantic.	Lost sails and badly strained in hurricane.	Ship, Cargo,	2,000 150
1904.		Hiack (107,730)	4	Vancouver, B.C.	Schr., wood, screw.	16	Vancouver, B.C., to Barclay Sound.	Barclay Sounds, B.C.	Stranded and was abandoned.	Total,	1,200
		Hillside (103,708)	6	Yarmouth, N.S.	Bktne., wood, sail.		Tusket Wedge to Buenos Ayres, Rosario	Martin Garcia, Bar River Plate, S.A.	Collision. Master C. A. Trefry.	Ship,	100
Mar.	1	Harry Groop (111,693)	3	Liverpool, N.S.	Schr., wood, sail.	198	Jordan Bay, Sand Pt., Barbadoes.	Lat. 40° 10', Long. 61° Atlantic.	Sprang a leak. O. P. Thurburn, Master.	Partial,	75
Feb.	13	Hamburg (92,482)	17	Windsor, N.S.	Bque., wood, sail.	1,049	New York to Montevideo.	Lat. 36° 58' N., Long. 65° 13' W., Atlantic.	Lost top gallants and all attached. Master.	?	





May 1903.	28	Keewaydin.	15	Parrsboro, N.S.	Schr., wood, sail.	187	Cheverie, N.S., to Red Beach, Me.	Off Parker's Cove, Digby, N.S., Bay of Fundy.	Dismasted.	Master.	Partial,	2,900
June 5	Lyra.	(88,265)	20	St. John, N.B.	Schr., wood, sail.	99	St. John, N.B., to Boston.	En route.	Split main sail.	Master	No damage.	
July 30	Lake Manitoba.	(113,497)	2	Liverpool, G.B.	4-masted, steel, steam, sail.	6,274	Montreal to Liverpool.	Montreal Harbour	Stranded.	Master W. H. Taylor.	Trifling.	
Aug. 3	Leonard Parker.	(107,065)	6	St. John, N.B.	Schr., wood, sail.	246	Dalhousie, N.B., to Philadelphia, U.S.A.	44° 46' N., 64° W., off Cape Sable.	Lost 50 M. lath and some sails.	Owner, R. C. Elkin.	Total.	
Sept. 17	Lady Head	(52,674)	38	London, G.B.	Bk., wood, sail.		London to Carlton Isd.	Gasket Shoals, Hudson's Bay.	Floundered.	Master J. G. Ford.	Total.	
Aug. 27	Lawrence	(97,066)	11	Charlotte town, P.E.I.	Schr., wood, sail.	76	Rustico, Sydney, Rustico.	Pt. de Roche, N. Side, 400 miles south of Cape Hatteras, N. Atlantic	Stranded		Total,	2,112
Oct. 9	Leonard Parker.	(107,065)	6	St. John, N.B.	Schr., wood, sail.	246	Savannah, Ga., to St. John, N.B.	400 miles south of Cape Hatteras, N. Atlantic	Lost sails, rigging and part of deck load.	Agent E. Elkins.	Partial,	2,000
	Levoe.	(83,251)	21	Weymouth, N.S.	Schr., wood, sail.	86	Belliveau's Cove, N.S.	Little River, St. Mary's Bay, N.S.	Damaged anchor and stranded.	Owner T. LeBlanc.	Trifling.	
Oct. 28	Lilla B. Hirdle.	(107,129)	4	Lunenburg, N.S.	Schr., wood, sail.	99	Jordan River, N.S., to New York, U.S.A.	Horton Point, Long Island, U.S.A.	Stranded in fog.	Master James Hulle.	Partial,	2,360
Apr. 9	Lovisa.	(97,189)	12	Windsor, N.S.	Bkine, wood, sail.	880	Pernambuco to Delaware Breakwater.	Delaware Breakwater, U.S.A.	Collision with ss. Adato.	Owner C. W. Smith.	Partial,	4,100
Sept. 18	Lunenburg	(100,166)	13	Lunenburg, N.S.	Schr., wood, steam.	266	Pictou, N.S., Amherst, M.I., Grand Etang.	Grand Etang Bar, Gulf of St. Lawrence.	Struck on breakwater and lost rudder.	Master R. D. Burns.	Partial,	2,000
Nov. 7	Lilla D. Young.	(107,663)	4	Lunenburg, N.S.	Schr., wood, sail.	100	Lunenburg, Jordan River, New York	Cape Sable, bearing E., Bay of Fundy.	Lost 15 M. lath.	Master A. Hummelman.	Cargo.	
Feb. 24	Laura.	(96,772)	9	Port Hawkesbury, N.S.	Schr., wood, sail.	27	Port Hastings to Harbour Bouche.	Margaree Harbour, N.S.	Stranded, recovering wreck.		Part,	100
1904.												
Jan. 3	Leonard B.	(100,106)	13	Parrsboro, N.S.	Schr., wood, sail.	121	Parrsboro, N.S., to Stonington, Me.	Grand Transon, N.B.	Foundered.	The owner.	Total,	4,100
" 8	Lizzie Dyas.	(100,525)	10	Yarmouth, N.S.	Schr., wood, sail.	99	Church Point, Quoddy to Rockland, Me.	20 miles S. of Cape Forelin, Bay of Fundy.	"	Master.	"	2,500
1903.												
May 27	Marjorie J. Sumner.	(100,348)	3	Maitland, N.S.	Schr., wood, sail.	354	New York, Hopewell Cape to Moncton.	Moncton, N.B.	Stranded.		Total,	
June 16	Mary.	(92,742)	13	Sackville, N.B.	Schr., wood, sail.	99	Dorchester, N.B., to Vineyard Haven.	En route off Cape Cod.	Sprung a leak.			
Aug. 8	Miletus.	(90,823)	15	Lunenburg, N.S.	Schr., wood, sail.	95	Sydney, C.B., to Chatham, N.B.	Cape North, C.B.	"	Master S. Bowdridge.		
July 25	Manchester Engineer.	(113,116)	1	Manchester, G.B.	F. & A., iron, steam.	2,813	Manchester, Quebec, to Manchester.	Off St. John's Point, River St. Lawrence.	Bent valve spindle.	Master J. Acraman.		



STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &amp;c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1903.		Yrs								
Aug. 10	Manchester Trader.	13	Manchester, G.B.	F. & A., iron, steam.	2,126	Manchester, Montreal to Manchester.	S. Point Anticosti, Gulf of St. Lawrence.	Stranded. Master W. J. Swords.	Part,	49,000
July 14	Monterey. (97,825)	3	Liverpool, A.B.	Schr., steel steam.	3,489	Montreal to Liverpool.	Plate Point light S. 11° east Miq., 4 mile Miq.	Stranded. Master R. O. Williams.	Total,	
Nov. 27	Marguerite Main. (113,011)	23	St. John's, Nfld.	Schr., wood, sail.	60	Charlottetown, Souris East to New London.	Off New London, P.E.I.	Stranded. Master J. P. Buffett.	"	700
Oct. 25	Martha Bradley.	21	Charlottetown, P.E.I.	Schr., wood, sail.	79	Charlottetown, Alber- ton to New London.	New London, P.E.I.	Stranded, buoy out of place. Master P. E. Courroy.	"	2,000
.....	Maud Moulton. (116,268)	1	Shelbourne, N.S.	Schr., wood sail.	99	Oporto, Cadiz, to Bur- ges, Nfld.	Missing.....	.....	"	£1,500
Sept. 25	Metropolis. (112,237)	64	St. John, N.B.	Schr., wood, sail.	66	Noel, N.S., to Campo- bello, N.B.	Basin of Midas, Paris- bore, N.S.	Stranded. Master J. R. Brown.	"	350
Nov. 16	Mystery. (94,816)	13	Victoria, B.C.	Sloop, wood, steam.	39	Vancouver, B.C., to Esquimalt, B.C.	to Esquimalt, B.C.....	Stranded, want of local knowledge, Master W. McKenzie.	Part,	1,000
1904.										
Jan. 18	Meredese. (100,897)	8	Weymouth, N.S.	Schr., wood, sail.	140	Barbadoes to Belli- veau's Cove, N.S.	Lat. 20° N.....	Damaged in storm. Oliver Corneau master.	.....	
1903.										
Dec. 11	Maggie Miller. (92,364)	16	St. John, N.B.	Schr., wood, sail.	93	Boston to Windsor, N.S.	Off Townsend, Me., U.S.A.	Run into by an unknown 3-master. Master.	Partial,	426
Nov. 24	Moana. (101,479)	.....	New Zealand.	Schr., steel, steam.	2,414	Sydney, N.S.W., Ho- nolulu, H.I., to Van- couver, B.C.	William Head, Vic- toria, B.C.	Stranded. Master.....	No damage.	
1904.										
Feb. 27	Mary A. Troop. (85,990)	12	St. John, N.B.	Schr., wood, sail.	1,118	Pensacola to Rio de Janeiro.	Lat. 35° 18' N., long. 61° 36' W., Atlantic.	Abandoned at sea. Master W. L. Walley.	Total,	20,000



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Jan. 22	M. J. Loley..... (103,015)	Liverpool, Schr., wood, sail.	99	Halifax, N.S., Green Harbour to Phila- delphia.	Lat. 48° 43' N., long. 52° 11' W., banks.	Foundered at sea. Mas- ter's protest.	"	4,000
1903.								
Dec. 15	Mananense..... (70,769)	Victoria, B.C. Schr., wood, steam.	976	Ladysmith, Hakodate to San Francisco.	Volcano Bay, Japan...	Stranded.....	"	50,000
1904.								
May 4	Mount Royal... (111,778)	" " " Schr., wood, steam.	471	Victoria, B.C., Essing- ton, B.C., to Hazel- ton, B.C.	" " "	" at Hazelton.....	"	200
1903.								
June 13	Norwegian..... (51,476)	Glasgow, G.B. Schr., wood, steam.	2,252	Glasgow, Montreal to Glasgow.	Larkin Island, Nfld...	" Master S. Whit- ney.	"	
1904.								
May 23	Nellie Carter... (103,017)	Parrsboro, Schr., wood, sail.	78	Economy, N.S., to Bos- ton, U.S.A.	.....	Put into Portsmouth with loss of deck load.	"	3,500
June 8	Nellie White... (100,513)	" " " Schr., wood, sail.	124	Sand River, N.S., to New York, U.S.A.	Lloyd's Neck, Long Is- land Sound, U.S.A.	Stranded. Owner.....	"	1,000
May 28	Nellie Gray... (31,512)	St. John, N.B. Schr., wood, sail.	63	St. Martins, N.B., to St. John, N.B.	Goose Creek, St. John, N.B.	Vessel sprang a leak and filled. Master.	"	
1903.								
Dec. 8	Oscar..... (103,908)	Victoria, B.C. Sloop, wood, steam.	95	Victoria, B.C., Seattle, Wash., Victoria, B.C.	Macaulay Pt., Victo- ria, B.C.	Stranded in fog. Master C. Thorngren.	Part.	200
May 9	Olympia..... (111,729)	Lunenburg, Schr., wood, sail.	99	Lunenburg, Canso to Banks fishing.	Sable Island, N. Atlan- tic.	Stranded. John Werth- emer, master.	Total.	6,000
Jan. 11	Ovando..... (94,641)	" " " Schr., wood, sail.	88	Bay of Islands, Nfld., to Halifax, N.S.	Placentia Bay, Nfld., N. Atlantic.	Stranded. John Ren- out, master.	Total.	3,400
April 23	Orphans..... (103,268)	American..... Schr., wood, sail.	74	Gloucester, Mass., to Liverpool, N.S., to Fishing ground.	North Sydney Har- bour, C.E.	Sunk by Ice.....	Partial.	1,000
Aug. 20	Otis Miller..... (103,268)	St. John, N.B. Schr., wood, sail.	98	New York, to St. John, N.B.	15 miles S. E. Isle of Holt, Me., U.S.A.	Lost mast, sails and rigg- ing in gale. Master M. C. Miller.	Partial.	1,700
1903.								
July 29	Pomeranian... (85,193)	Glasgow, G.B. Schr., iron, steam.	2,700	Glasgow, Montreal, to Glasgow.	In Montreal Harbour..	Stranded. Engines moved astern by mistake.		
June 4	Proctor..... (72,783)	Norwegian..... Schr., steel, steam.	1,678	Boston, Chicoutimi, to Cardiff.	Saguenay River, St. Lawrence.	Master Wm. White. Stranded. Master O. Mathieson.	Total.	
1904.								
March 9	Penelope..... (72,783)	Victoria, B.C. Schr., wood, sail.	70	Victoria, B. C., His quinish.	Callan Bay, Straits of Juan de Fuca, U.S.A.	Stranded. Master .....	Total.	6,000

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STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port Sailed from. Port Bound to.	Place Where Casualty happened.	Cause and Nature of Casualty.	Lives Lost.	Remarks.
1903.		Yrs								\$
Oct. 12	Prudent..... (94,741)	15	St. John, N.B.	Schr., wood, sail.	124	Parrsboro, N. S., to Vineyard Haven for orders.	to St. Martin's Harbour, N.B., Bay of Fundy.	Stranded in heavy weather. Master A. Read.	.....	Total. 700
1904.										
June 14	Packet..... (100,515)	12	Parrsboro, N.S.	Schr., wood, sail.	49	St. John, N. B., to Bridgetown, N.S.	to S. W. end of Partridge Island, St. John, N.B.	Stranding. Master.....	.....	Partial. 300
1903.										
July 29	Queen..... (103,936)	6	Montreal, Que.	none, wood, steam.	192	Lying at Marble Cove, St. John, N.B., for repairs.	S. W. end of Partridge Island, St. John, N.B.	Burned. Owner D. J. Thorne.	.....	Total. 15,000
Aug. 23	Queen of the Fleet..... (63,187)	29	Lunenburg, N.S.	Schr., wood, sail.	46	Jeddore, N. S., Shipagan, N.B., to Halifax, N.S.	23 miles N and W from North Cape, P.E.I.	Floandered in heavy weather. Master T.A. Mackell.	.....	Total. 2,300
June 22	Ressie..... (100,344)	2	Maitland, N.S.	Bktn., wood, sail.	561	Annapolis, Rosario to Boston.	Tuside, Cape Cod.....	Lost sails and masts. Master E. W. Spicer.	.....	
1902.										
Dec. 10	River Belle..... (92,582)	15	Gaspé, Que....	Schr., wood, sail.	82	Paspebiac to Gaspé....	Gulf of St. Lawrence..	Stranded. Master R. Chicoine.	.....	Total. 1,200
1903.										
July 19	Romeo..... (100,073)	12	St. John, N.B.	Schr., wood, sail.	111	St. John to New York..	15 miles S. W. from Mount Desert, Me.	Lost deck load. Owner P. McIntyre.	.....	Partial. 290
Aug. 27	R. L. Kenney... (111,518)	20	" "	Schr., wood, sail.	74	St. John to Moncton...	Texas ledges, Dorchester, N.B.	Stranded. Master E. Riddle.	.....	Total. 7,500
Oct. 27	Rambow..... (88,376)	19	Victoria, B.C.	Schr., wood, sail.	77	Victoria, B.C. ....	Anderson Reef, B.C. ...	Stranded in fog. Master D. Jacobsen.	.....	Part. 1,500
Sept. 27	Reporter..... (85,588)	20	St. John, N.B.	Schr., wood, sail.	122	St. John, N.B., to New York.	Near Crass Rip Lt., Vineyard Haven, N. Atlantic.	Lost sails, chains and anchor in squall. Master R. D. Gilchrist.	.....	Part. 400
Aug. 18	Russ.....	6	Denmark.....	Schr., steel, steam.	1,577	Pugwash, N.S., to Garston, Eng.	Straits of Belle Isle, Gulf of St. Lawrence.	Struck a rock. R. Ras mussen, capt.	.....	Serious.



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May 10	Resena. (100,280)	10	Windsor, N.S.	Bktn., wood, sail.	321	Wilmingon, N.C., U. S.A., to Kingston, Jamaica.	Long Island, Georgia, U.S.A.	Master..	Part.	3,500
May 24	Rosemary (90,262)	17	Charlottetown, P.E.I.	Schr., wood, sail.	94	Sydney, N.S., Summer- side, P.E.I., to Syd- ney, N.S.	Cape George 3 miles off, Bras d'Or Lakes.	Owner .....	Total.	2,500
June 20	Strathern. (100,337)	10	Maitland, N.S.	Bktn., wood, sail.	1,272	New York, Singapore to Boston.	Off Nantuckett, U.S.A.	Spirit sails. Master A.W. Fleming.		
May 29	Strathisia. (90,477)	13	" "	Barque, wood, sail.	1,280	Boston, U.S.A., Buenos Ayres, to E. London.	31° 27' S., 20° 26' W., S. Atlantic.	Lost deck fittings in heavy gale. Master K. McNulty.		
July 19	Sardhana. (87,421)	18	Glasgow, G.B.	Bktn., iron, sail.	3,119	Baltimore, U.S.A., to Quebec.	Point des Monts, River St. Lawrence.	Stranded. Master A. Gibson.	Partial.	
Nov. 21	Silver Stream. (74,096)	26	Halifax, N.S.	Schr., wood, sail.	35	Halifax, to Port Mou- ton.	Port Mouton, N.S.	Grounded. Master P.F. Smith.	Part.	600
Sept. 16	Silver Wave. (100,062)	12	St. John, N.B.	Schr., wood, sail.	99	St. Martins, N.B., to New York, U.S.A.	Gravesend Bay, Brook- lyn, N.Y., U.S.A.	Run down and stranded. Master J. McLean.	Cargo.	450
Oct. 9	Sissie Lake. (66,844)	29	Halifax, N.S.	Schr., wood, sail.	26	Pictou, N.S., Charlotte- town, to Murray River.	Straits of Northumber- land.	Stranded in thick weath- er. Master A. McDon- ald.	Total.	500
Nov. 12	Still Water. (79,998)	24	St. John, N.B.	Bktn., wood, sail.	1,052	Lying in St. John Har- bour.		Run down by SS. Dom- inion.	Part.	800
Dec. 11	Springfield. (85,593)	21	" "	Wood, Steam.	147	At her wharf at Indian town, N.B.		Hurricane drove vessel against wharf staving in her hull.	Part.	200
Feb. 12	Surprise. (85,025)	20	Parrsboro, N.S.	Schr., wood, sail.		Harbourville, U.S.A., to White Head, N.B.	Sunken Head, White Head Cove., N.B.	Stranded. Owner .....	Total.	400
Feb. 15	St. Olaf. (116,321)	1	Parrsboro, N.S.	Schr., wood, sail.	277	Jordan River, to New York, U.S.A.	20 miles east of Hatch- ers Isld, U.S.A.	Lost sails in gale. The owner.	Partial,	1,100
" 14	Scotia Queen. (112,328)	1	" "	" "	108	River Herbert to New York.	Eel Point Shoal, Long Island Id., U.S.A.	Stranded. Master .....	Part,	800
Nov. 28	Sadie. (90,868)	17	Charlottetown P.E.I.	" "	79	Gaspe, Port Daniel to Charlottetown.		Stranding. Master and owners.	Total,	1,700
April 10	Therese. (94,635)	15	Yarmouth, N. S.	" "	148	D'Ecousse, N.S., Pas- pebiac, Q. to Boston, U.S.A.	From Pasphebiac, Bos- ton.	Lost part of deckload. Master A. Pertus.		
Aug. 18	Turret Bell. (104,263)		Newcastle, G. B.	Schr., steel, steam.	2375	Blyth to Quebec .....	Louise Basin, Quebec.	Touched bottom coming out. Master J. Mareu sin.		
.....	Treasurer. (85,628)	20	Parrsboro, N. S.	Ship, wood, sail.	1329	Boston to Buenos Ayres	Ortiz Bank off Point India Rio Plate.	Stranded. Master W.W. Morris.		
.....	Transvaal. (1904.	1	Digby, N.S.	Schr., wood, sail.		Port Lorne to Bridge- town.	10 miles from Digby, N.S.	Capsized.		
May 13	Triumph. (64,927)	31	Halifax, N.S.	" "	38	Halifax, N.S., to Port Medway, N.S.	Voglers Cove, N.S.	Stranded. Master .....	Total,	300



STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Concluded.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
		Yrs								\$
1904.										
Feb. 13	Tees.....	11	Victoria, B.C.	Schr., iron sail	441	Trial Island, B.C.....	Victoria, B. C., Port Simpson.	Stranded W. D. Hughes, master.	.....	Partial.
1903.										
Oct. 16	Urbain B.....	16	Parrsboro, N. S.	Schr., wood, sail.	98	Yarmouth to Parrsboro	Cape Forchu Lt., Yarmouth, N.S.	Stranded.....	.....	Part, 125
Nov. 27	Urbain B.....	16	"	"	98	Parrsboro, N. S. to Yarmouth, N.S.	Off Cape Spencer, Bay of Fundy.	Damaged and strained in gale and while discharging at wharf.	.....	900
June 12	V. T. H.....	15	Digby, N.S....	"	149	Bear River to Boston, Mass.	Sea Point, Me., U.S.A.	Stranded. Master D. H. Delap.	Total,	3,575
Sept. 17	Vere B. Roberts (103,669)	5	Parrsboro, N. S.	"	124	New York, U.S.A., to Windsor, N.S.	Off Grand Manan, Bay of Fundy, N.S.	Damaged in storm. Master V. B. Roberts.	.....	300
June 16	Victor.....	22	St. John, N.B.	"	110	New York, U.S.A., to Yarmouth, N.S.	Vineyard Haven, Mass.	Stranded. Master R. McHenry.	Total,	1,500
Sept. 11	Victor.....	22	"	"	110	New Haven, Conn., to St. John, N.B.	Long Island near Mt. Desert, Me., U.S.A.	Stranded. Master R. McHenry.	"	5,000
" 5	Victory.....	13	"	"	124	Dorchester, N. B., to Boston, Mass.	Hopewell Cape, N.B., Bay of Fundy.	Burned. Master A. G. Bishop.	"	3,500
" 9	Venture.....	2	Victoria, B.C.	"	.....	Vancouver, Skagway to Vancouver.	Grenville Channel, B.C.	.....	"	1,848
1904.										500
Jan. 3	Vere B. Roberts (103,736)	6	Parrsboro, N. S.	"	124	Canning, N.S., to Havana, Cuba.	Parrsboro River, N.S., Minas Basin.	Stranding. Master.....	.....	1,800
April 20	Viola.....	13	Windsor, N.S.	"	124	St. John, N. B., to Vineyard Haven, U. S.A.	Burnt Cove Harbour, Maine, U.S.A.	"	.....	1,200
1903.										
July 9	Wrasse.....	14	Yarmouth, N. S.	"	56	Antigonish, Pictou, N. S., to New Richmond, Que.	13 miles N.E. Shipigan Gulley, N.B., Gulf of St. Lawrence.	" Master J. Decost.	.....	1,500

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June 21	Warrior..... (61,583)	28	Halifax, N.S.	"	93	St. John, N.B., to New York.	100 miles east of Cape Cod, N. Atlantic.	Lost part of deckload in gale.	Ship, Cargo, Part.	£100
.....	Wahcondale..... (102,577)	1	Glasgow, G.B.	— iron, steam.	996	Montreal, Que., to Fort William, Ont.	Bottom pierced by projecting rock.	Bottom pierced by projecting rock.	Ship, Cargo, Part.	£1,000
Nov. 28	Wanita..... (100,019)	6	Windsor, N.S.	Schr., wood, sail.	42	St. John, N.S., to Cape of Fundy.	Chignecto, Bay Stranded.	Chignecto, Bay Stranded.	Total.	400
Oct. 30	Wellman Hall..... (100,018)	11	Parrsboro, N.S.	"	136	Hawkeport, N.S., to New York, U.S.A.	Off Hawkport, N.S., to Minas Basin.	Burned. Master S. Knowlton.	Total.	4,000
" 27	Wempe Bros.....	2	San Francisco, Cal.	"	605	.....	Bonilla Point, Vancouver, B.C.	Stranded during a gale.	Total.	
1904.										
Nov. 21	Wandrian..... (85,617)	20	Parrsboro, N.S.	"	311	Walton, N.S., to New York.	Off Cape Cod, Mass., U.S.A.	Lost sails in heavy weather.		
1903.										
Nov. 28	Wanita.....	.....	Windsor, N.S.	"	42	St. John to Windsor.	Cape Chignecto, Advocate Bay.	Stranded. Master.....		500
1904.										
April 14	Wandrian..... (85,617)	21	Parrsboro, N.S.	"	311	St. John, N.B., to Wallace, N.S.	Partridge Island, St. John, N.B.	Mistayed and stranded. St. John Agents.	Part.	500 3,000

## APPENDIX No. 46

## REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT INSPECTION.

CHAIRMAN'S OFFICE,

OTTAWA, November, 1903.

To the Deputy  
Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit the annual report of the working of the Steamboat Inspection Service for the fiscal year ending June 30, 1904.

It represents the general work of the service during the period mentioned, giving the number of steamboats inspected in the several divisions and their gross tonnage, with the amount of dues collected, as shown by the inspectors on account of inspection, with a statement of the board meetings held.

The steamboats inspected, their tonnage, &c., the fees received for engineers', examinations with the names of candidates and the grade of certificate issued, also the penalties enforced for violations of the Steamboat Inspection Act; the casualties occurring as reported from the several divisions, with the reports as to the number of vessels added thereto, will be found in this supplement

In addition to the steamboats inspected at the port of Montreal, the ship's tackle and hoisting gear used for the purpose of loading and unloading those vessels to the number of 427, were also inspected by the steamboat inspectors of that port.

During the year owing to the increase of work there has been added to the staff two additional boiler and machinery inspectors, one for the port of Sorel, province of Quebec, and one for the West Ontario Division, to have office located at Collingwood, Ont. A new appointment has also been made to fill the position of boiler and machinery inspector at St. John, N.B., rendered vacant owing to the demise of previous incumbent as mentioned in former report.

NUMBER of steam vessels reported as shown by the inspectors of steamboats in the Dominion, and their gross tonnage, for the year ended June, 1904; also the number of vessels inspected but not registered in the Dominion for the same date.

DIVISION.	Number of Dominion registered steamers.	Gross ton- nage of Dominion registered steamers.	Number of steamers inspected but not registered in the Dominion.	Gross ton- nage of steamers inspected but not registered in the Dominion.
West Ontario.....	478	100,525·00	36	20,907·00
Kingston.....	173	23,390·31	30	2,501·91
Montreal.....	293	22,766·00	2	2,671·00
Sorel.....	77	20,667·66	2	1,853·08
Quebec.....	82	15,422·00	2	1,351·00
Nova Scotia.....	144	22,321·51	22	29,322·11
New Brunswick and Prince Edward Island.....	135	15,815·85	9	11,727·26
British Columbia and Yukon Territory.....	267	65,939·43	24	29,946·27
Manitoba and North-west Territories.....	132	8,215·06	4	1,197·73
Total.....	1,691	295,062·82	131	101,477·36



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NUMBER of Dominion registered steam vessels inspected and their gross tonnage, with the amount of fees collected on account of steamboat inspection, during the year ended June 30, 1904.

Division.	Number of Dominion registered steamers inspected.	Gross ton- nage of Dominion registered steamers inspected.	Amount of fees collected on account of steamboat inspection.
			\$ cts
West Ontario.....	391	97,266 00	1,983 43
Kingston.....	166	22,953 42	211 68
Montreal.....	170	21,382 00	226 68
Sorel.....	68	20,415 30	
Quebec.....	93	17,900 00	79 68
Nova Scotia.....	137	25,527 56	2,577 76
New Brunswick and Prince Edward Island.....	125	15,532 73	985 08
British Columbia and Yukon Territory.....	246	59,311 09	2,517 20
Manitoba and North-west Territories.....	91	7,165 91	95 76
Inspection of tow barges.....			30 00
Engineers' certificates.....			1,079 50
Total.....	1,487	287,454 01	9,786 77

## BOARD MEETINGS.

November 18, 1903.—A meeting of a quorum of the Board of Boiler and Machinery Inspectors, composed of Joseph Samson, of Quebec, J. P. Esdaile, of Halifax, and E. Adams, chairman, was convened at St. John, N.B., for the purpose of examining candidates for the position of boiler and machinery inspector for that district, necessitated by the demise of former incumbent. The result of which, Mr. C. E. Dalton, of St. John, was appointed to fill the vacancy.

Consideration was also given to the question of revising the qualification as required for firemen's service in order to obtain a 4th class engineer's certificate, and was recommended that the thirty nominal horse power as required be reduced to sixteen, and also that service on steamboats having an engine of not less capacity than eighteen thousand inches of cylinder volume be also included, which was recommended.

The matter of certificating vessels propelled by power derived from naphtha, gasoline or similar fuel for the purpose of the carriage of passengers was taken into consideration, which was not favourably considered under the existing conditions.

Toronto, December 15, 1903.—A meeting of the board was convened, composed of J. Dodds, E. W. McKean, W. Evans, of Toronto, and E. Adams, chairman, for the purpose of examining a vessel propelled by power derived by gasoline, requiring to be certificated for the purpose of carrying passengers for hire, which under the conditions the board did not consider it in the interest of public safety to so do. The matter as to the safety of certificating boats driven by power derived by such means was fully considered, when it was decided that under stipulations as provided they might be certificated, and deferred the matter for further inquiry and consideration.

Toronto, January 22, 1904.—A meeting of a quorum of the board was convened, composed of J. Dodds and E. W. McKean, Toronto; J. P. Thompson, of Kingston; W. Laurie, of Montreal, and E. Adams, chairman. An examination of candidates for the office of boiler and machinery inspector was held, resulting in the appointment of Mr. J. B. Stewart to the office for West Ontario Division and Mr. Alexis Rondeau to the office for Sorel Division, province of Quebec.

The question of certificating boats driven by power derived from gasoline, naphtha or such material was again considered, and the results of former meetings submitted for consideration, which was closely discussed by the members present, when it was unanimously decided to recommend the conditions to be exacted before certificating

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such vessels, and that provision be provided for giving effect to same, which has been carried out and provided for whereby such boats may be certificated for the purpose of carrying passengers for hire.

The revising of the qualifications for firemen's service in order to obtain 4th class engineers' certificates as approved by the board at St. John, N.B., was also considered and recommended to be approved.

#### PROSECUTIONS WITH PENALTIES ENFORCED FOR VIOLATION OF THE STEAMBOAT INSPECTION ACT.

July 13, 1903.—The collector of customs at St. Stephens, N.B., seized the schooner *Hustler* for carrying an excursion in tow of a tug boat without being certificated and equipped as required by the Steamboat Inspection law; and exacted a penalty of \$100, of which owing to representations and extenuating circumstances as set forth to the Honourable the Minister of Marine and Fisheries, \$75 of the penalty was remitted to the owners and the balance retained to defray the expenses incurred in connection therewith.

July 15, 1903.—Complaint was made to the department that the tug *Sparrow* had in tow a scow having an excursion on board at Callander, Ont., and not being equipped or certificated for that purpose. The case was submitted to the Department of Justice to take legal proceedings against the owner of the vessel for violation of the law, and was tried before a stipendiary magistrate at North Bay, Ont., when a fine of \$50 was imposed, and in which from the nature of the case, the magistrate stated that had he any discretionary power the fine would not have been imposed, and that he would be glad to recommend remission of penalty; which was submitted with the extenuating circumstances for the consideration of the Honourable the Minister of Marine and Fisheries, who under the conditions remitted the penalty, the owners paying the legal expenses \$12.60 incurred by the department, which was complied with. Feb 4 1904

#### CASUALTIES.

The following are the casualties reported from the several districts as having occurred during the fiscal year ending June 30, 1904.

##### *West Ontario Division.*

On July 12, 1903, the steamer *White Star*, of Montreal, while lying at her wharf at Toronto, took fire and was damaged to such an extent as to require a thorough rebuild; the cause of fire is unknown. The steamer has been taken to Montreal to receive the necessary repairs.

On August 18, 1903, the steamer *Hiram R. Dixon*, of Owen Sound, was totally destroyed by fire at Michipicoten island; cause of fire is unknown.

On August 19, 1903, the steamer *Britannic*, of Montreal, while en route between Parry Sound and Collingwood, the walking beam of the engine broke, destroying the cylinder and condenser; the steamer was towed to Collingwood and the engine repaired.

On August 22, 1903, when the steamer *Erin*, of St. Catharines, (loaded with railroad iron) was on her way up from Montreal, she collided with the canal pier at Farren's Point and sank; the steamer was raised and taken to Kingston, where the necessary repairs were made.

On August 30 1903, the steamer *Pittsburg*, of Toronto, while lying at her quarters for the winter at Sandwich, took fire and was totally destroyed. The cause of fire is unknown.

On September 10, 1903, the tug *Reliance*, of Owen Sound, while in the vicinity of John's island, near Spanish river, took fire and was partially destroyed; the steamer was taken to Midland and thoroughly repaired; cause of fire is unknown.

On October 25, 1903, the steamer *Advance*, of Toronto, while being unloaded at Sault Ste. Marie, Ont., was partially destroyed by fire. The steamer is now at Kingston being repaired. Cause of fire is unknown.



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On November 10, 1903, the steamer *Atlantic*, of Collingwood, was totally destroyed by fire at Red rock, near Parry Sound. The steamer had encountered very rough weather while coming from Collingwood, and was leaking to such an extent that the water rose in the hold, coming in contact with unslacked lime (part of the cargo), which was stowed in the bottom of the hold, causing the ignition of the rest of the cargo.

On November 11, 1903, the steamer *Oriole*, of Toronto, was totally destroyed by fire at the mouth of the Wye river, near Midland. Cause of fire is unknown.

On November 17, 1903, while the steamer *Erin*, of St. Catharines (having in tow the schooner *Danford*), was on her way down Lake Superior, one of the eccentric rods broke, disabling the engine. A heavy sea was running at the time, and the tow-line parted, when the vessels separated. The *Erin* encountered severe weather for several days, and grave fears were entertained for her safety. She was finally located in the vicinity of Gargantua by the tug *C. E. Ainsworth*, and towed to Sault Ste. Marie, Michigan, where the necessary repairs were made to the engine. The schooner *Danforth* had previously arrived at Sault Ste. Marie.

On November 21, 1903, the steamer *Gem*, of Toronto, was partially destroyed by fire at Huntsville. The steamer has been rebuilt.

On June 19, 1904, the steamer *Joe Milton*, of Port Stanley, in a dense fog, ran aground near Papoose island, Georgian bay. Immediately after stranding she caught fire and was totally destroyed. The fire is supposed to have been caused by the upsetting of a lamp, which occurred by the shock of the steamer going aground.

*East Ontario Division.*

On July 5, 1904, the paddle passenger steamer *Alexandria*, of Picton, Ont., when on a trip between Montreal and Sorel, broke her piston rod, which resulted in the breaking of the cylinder, condenser and steam chest. No loss of life occurred. The steamer was towed into Sorel for repairs.

*Montreal Division.*

On October 26, 1904, ss. *Advance*, while lying at the wharf at Sault Ste. Marie, the cargo under the main deck took fire. The crew made every effort to extinguish it, but finding it impossible to do so, the ship was towed over to the American side and they sank her in twenty feet of water. She was afterwards pumped out and raised.

On June 16, 1904, steamer *Valleyfield*, while fitting out in the canal at Valleyfield, took fire and was partially burnt. Cause of fire unknown. She has since been repaired.

*Quebec and Sorel Division.*

On August 12, 1903, screw tug *Mersey*, of Quebec, while in commission sprung a leak and sank at Pointe aux Outardes, by which five of the crew lost their lives.

On August 19, 1903, the paddle steamer *Carolina* ran ashore at Passe Pierre, owing to a dense fog. She was subsequently floated and brought to Sorel, repaired and put into seaworthy condition. There was no loss of life.

On June 12, 1904, the paddle steamer *Canada*, on her trip from Quebec to Montreal, when near Sorel, collided with steamer *Cape Breton* and sunk in thirty feet of water, causing the death of four passengers and one of the crew. An endeavour is being made to again float her.

*New Brunswick and Prince Edward Island Division.*

On September 19, 1903, the paddle steamer *David Weston*, of St. John, N.B., plying between St. John and Fredericton, caught fire on the down trip, was beached in a few minutes and all the people were saved with the exception of three passengers who leaped overboard and were drowned. Vessel a total loss.

April 26, 1904, ss. *Elliot*, of Charlottetown, when proceeding on a sealing voyage in the Gulf of St. Lawrence, got caught between two ice fields, so that the outer stern post and rudder were carried away, the tail shaft bent and propeller broken, and



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drifting around got beached in Atlantic cove, where she was condemned, as she was leaking so badly it was impossible to keep her free. No lives were lost.

June 20, 1904, screw tug *Carrie Knight*, while lying at the wharf undergoing repairs caught on fire and was totally destroyed; cause of fire unknown. No fatalities.

*Nova Scotia Division.*

November 2, 1903, screw tug *Henry Hoover*, of Halifax, owing to a collision was sunk in Halifax harbour. No lives lost.

March 29, 1904, ss. *Louisburg*, of Montreal, grounded at Louisburg, N.S., and sustained damage which caused her to sink, she was subsequently floated and brought to Halifax, where she was repaired and put in seaworthy condition.

June 12, 1904, ss. *Cape Breton*, of Montreal, collided with the paddle steamer *Canada* in the St. Lawrence river, the latter steamer was sunk and five lives lost thereby. The *Cape Breton* was brought to Sydney, repaired and put in a seaworthy condition.

*Manitoba and North-west Territories.*

August 29, 1903, steamer *Keewatin*, of Winnipeg, while moored at the dock at Keewatin, caught on fire and was totally destroyed. Cause of fire unknown.

September 4, 1903, steam yacht *Grace B*, while lying in the boat house at Rat Portage was destroyed by fire with boat house.

April 28, 1904, stern paddle steamer *Gertie H*, while on a trip down the Red river at Winnipeg, ran against a partly opened draw of C.P.R. Bridge, tearing off her upper house, caught on fire and was totally destroyed.

*British Columbia and Yukon Territory.*

August 24, 1903, ss. *Pilot*, of Victoria, B.C., 279 tons gross tonnage, on a voyage from Juneau, Alaska, off Cape Fanshaw, broke her crank shaft; temporary repairs were made at Juneau, when she proceeded to Victoria, where a new shaft was made and fitted.

December 15, 1903, ss. *Amur*, of Victoria, B.C., 907 tons gross tonnage, on voyage from Alaska to Victoria, stranded on Eastern edge of Harbour reef, Port Simpson, during a fog, breaking the tail shaft; she was hauled off to wharf and a new shaft fitted; afterwards proceeded to Victoria where hauled out on marine slip; damage eighteen plates renewed on bottom and bilge.

February 13, 1904, ss. *Tees*, of Victoria, 679 tons gross tonnage, on a voyage from Northern B.C. ports to Victoria, stranded on eastern side of Trial island, was floated off on following day and brought to Victoria where hauled out on Marine ways; damage to twenty-nine plates, twenty-four of which were renewed.

February 15, 1904, ss. *Halys*, of New Westminster, B.C., 44 tons gross tonnage, whilst lying at Pilot bay, B.C., caught on fire, no one was on board at the time. A total loss.

March 25, 1904, ss. *Mermaid*, of Vancouver, 129 tons gross tonnage, while running at full speed in Jervis inlet, struck on rocks and stove in her bows, when she flooded and sunk in deep water. A total loss; no lives lost.

October 18, 1903, freight steamer *Champion*, of Vancouver B.C., 100 tons gross tonnage, was destroyed by fire in Ladysmith harbour; the fire was caused by water getting into her cargo of lime.

June 20, 1904, screw tug *Lois*, of Vancouver, B.C., 25 tons gross tonnage, was totally wrecked by running on to a rock in Howe Sound, B.C. No loss of life.

I am, sir, your obedient servant,

EDWARD ADAMS,

*Chairman, Board of Steamboat Inspection.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the Year ended June 30, 1904.

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
City of New York ..	Freight..	Not issued	292		Screw, Lakes.
Winslow ..	Tug ..	"	353		" "
International.....	Car ferry.	July 6..	851	76 08	T. " Sarnia and Port Huron.
Manistigue.....	Tug ..	Not issued	474		" Lakes.
Geo. W. Guyler.....	"	"	56		" "
Helen S. ....	16	July 20..	86		" Algoma and French river.
St. George ..	Tug ..	" 21..	21		" Toronto and vicinity.
John Hanlan.....	185	" 21..	37		" Toronto bay.
Iris ..	Yacht.	Not issued	16		" Georgian bay.
National.....	Tug ..	July 23..	18		" Toronto bay.
Kaministiquia ..	220	" 28..	150		" Lake Superior.
Iroquois.....	Pass.	Not issued	240		" Gore bay and vicinity.
Gordon Jerry ..	Freight..	"	124		" Lake Ontario.
Salvor.....	Tug ..	"			" Lakes.
Abino ..	Fish tug.	Aug. 25..	8		" Lake Ontario.
Maid of the Mist..	80	" 25..	62		" Niagara river.
Hope ..	300	" 26..	170		" Buffalo and Fort Erie.
Augusta.....	Tug ..	" 27..	57		" Welland canal.
A. D. Cross.....	"	" 27..	47		" "
Mary R ..	"	" 28..	44		" "
Golden City.....	"	" 28..	35		" "
M. R. Mitchell.....	"	" 28..	40		" "
Hector.....	"	" 29..	66		" "
Isobel ..	Dredge..	Not issued	507		" "
Chas. E. Armstrong..	Tug ..	Aug. 29..	49		" "
Meteor.....	"	" 31..	47		" "
M. A. Bennett.....	"	" 31..	34		" "
Nellie Bly ..	Fish tug.	Sept. 1..	13		" Lake Ontario.
Winnie ..	Tug ..	" 8..	14		" Lake Huron.
J. B. McLeod ..	Fish tug.	Not issued	25		" "
A. Chambers.....	"	Sept. 8..	23		" "
Frank G. McAulay ..	Tug ..	" 8..	43		" "
D. McLeod ..	Fish tug.	Not issued	36		" "
John Logie ..	"	Sept. 9..	37		" "
R. H. Dobson.....	"	" 9..	44		" "
Onward.....	"	" 10..	22		" "
Evelyn.....	"	" 11..	32		" "
Sea King ..	"	" 11..	26		" "
Victoria K ..	"	Not issued	41		" "
Huron.....	Tug ..	Sept. 12..	55		" "
Jno. R. Arnoldi ..	Dredge..	Not issued	116		" Bayfield harbour.
Tadoussac.....	10	Sept. 29..	2,359		" Lakes and rivers.
A. M. Petrie.....	Yacht ..	Not issued	20		" Lake Huron.
F. B. Bradley.....	Tug ..	Oct. 7..	29		" Lake Erie.
Saida.....	Fish tug.	Not issued	14		" "
Eleanor ..	"	Oct. 8..	26		" "
You and I ..	"	Not issued	25		" "
Lena ..	"	Oct. 8..	14		" "
City of Ladysmith..	"	" 8..	35		" "
Wm. Wilson.....	"	" 8..	15		" "
Maxie ..	"	" 8..	16		" "
W. M. Gorman.....	"	" 9..	28		" "
Belle ..	"	" 9..	16		" "
The Belle.....	"	" 9..	31		" "
Zara ..	Yacht ..	" 10..	35		" "
Swan ..	Fish tug.	" 12..	14		" "
Jubilee.....	"	" 11..	10		" "
May B ..	"	" 11..	10		" "
Enterprise ..	"	" 13..	18		" "
Gordon Brown.....	"	" 13..	33		" "



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Steam Vessels Inspected for the Year ended June 30, 1904—*Continued.*

## WFST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
J. E. Mills..	Freight..	Not issued	149		Screw, Sarnia and vicinity.
Alert	Tug	Oct. 29	47		" Welland canal.
Escort	"	" 29	40		" " "
Commodore Jarvis	Freight..	Nov. 2	287		T. " Lake Ontario.
Great Western	200	Sept. 23	1,080	94 40	Paddle, Windsor and Detroit.
Huron	245	" 23	1,052	92 16	Twin screw, Windsor and Detroit.
Scotia	Tug	Nov. 5	13		Screw, Detroit river.
Minnie F. Parsons	"	not issued.	46		" " "
Thistle	Fish tug	Nov. 6	35		" Lake Erie.
City of Dresden	Pass.	not issued.	194		" " "
Vick	Tug	Nov. 9	13		" Chatham and vicinity.
D. W. Crow	"	not issued.	27		" " "
Emma	"	Nov. 9	6		" " "
Thames	Freight..	not issued.			Paddle, " "
T. J. Collop	"	Nov. 11	63		Screw, Wallaceburg and vicinity.
Maude	Tug	not issued.	19		" " "
Willie Seagil	"	Nov. 12	22		" " "
Comfort	40	" 12	14		" Sombra and Mamie City.
Eagle	40	" 13	12		" Point Edward and vicinity.
Sylvester Kneeland	Tug	" 14	46		" Toronto bay.
		1905.			
Macassa	616	Mch. 22	459		Twin screw, Hamilton and Toronto.
Ontario	500	" 22	1,615		Paddle, Windsor and Detroit.
Arctic	Freight..	" 30	101		Screw, Lake Ontario.
City of Dresden	100	Apl. 18	194		" " Erie.
W. H. Stone	Fish tug	" 18	35		" " "
Lakeside	524	" 21	348		" " Ontario.
Corsican	370	" 21	946		Paddle, Montreal and Hamilton.
Modjeska	801	May 15	678		Twin screw, Toronto and Hamilton.
Norseman	Freight..	" 24	620		Screw, lakes and rivers.
Tranquillo	Yacht	not issued.	39		" " "
Hope	300	May 30	170		" Buffalo and Fort Erie.
D. A. Gordon	420	" 31	148		" Lake Superior.
Clark Bros	200	June 6	92		" Toronto and vicinity.
Pappoose	168	" 7	57		" Detroit river.
Lincoln	500	" 7	337		" Sarnia and Lake Erie ports.
Winona	230	" 6	231		" Detroit river.
Margretta	Tug	not issued.	18		" " "
Florence	"	June 8	113		" lakes and rivers.
Home Rule	"	" 8	81		" " "
Sunshine	Yacht	" 9	66		" " "
Saginaw	Tug	" 9	357		" " "
City of Chatham	627	" 10	341		" Chatam and Detroit.
City of Owensound	200	" 11	754		Paddle, Toronto and Jordan.
Hiawatha	300	" 12	163		Screw, Detroit river.
Turbinia	1,550	" 22	1,064		Triple screw, Toronto and Hamilton.
Acacia	200	" 22	107		Screw, Hamilton and Burlington.
Cruiser	Yacht	" 27	55		" Lake Ontario.
Tom Fawcett	175	" 28	224		Paddle, Kingston and Cape Vincent.
Total			19,738	262 64	

JOHN DODDS,

Toronto, Ont.



## SESSIONAL PAPER No. 23

Steam Vessels Inspected in Canada but Registered elsewhere, for the year ended  
June 30, 1904.

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1904.		\$ cts.	
City of Grand Rapids..	361	July 15..	399	39 92	Screw, Lake Erie.
Harley.....		Not issued	23	6 84	" Detroit river.
Pere Marquette No. 16.		" "	1,938	163 04	(3) Screw, Lake Erie.
Iroquois.....	1,200	Aug. 26..	1,170	101 52	Screw, Lake Erie.
Transport.....	256	Sept. 16..	1,595	135 60	Paddle, Windsor and Detroit.
Transfer.....	233	" 16..	1,511	128 89	" " "
Michigan Central..	281	" 18..	1,522	129 76	" " "
Victoria.....	250	" 18..	192	23 36	Screw " "
Ariel.....	226	Nov. 4..	202	24 16	" Walkerville and Detroit.
Welcome.....	266	" 12..	213	25 04	" St. Clair and Courtright.
Niagara.....	100	" 23..	214	25 12	" Buffalo and Fort Erie.
Omar D. Conger.....		Not issued	196		" St. Clair river.
Pierre Marguette 14..		" "			Twin screw, Port Huron and Sarnia
		1905.			
City of Toledo.....	1,120	April 19..	1,004	80 32	Paddle, Port Huron and Toledo.
Garland.....	517	" 19..	248	19 84	Screw, Detroit river.
Sappho.....	550	" 19..	224	17 92	" " "
Excelsior.....	250	" 20..	229	18 32	" Windsor and Detroit.
Pleasure.....	1,088	" 20..	490	39 20	" Detroit river.
Promise.....	1,000	" 20..	473	37 84	" " "
Tashmoo.....	1,887	May 18..	1,344	107 52	Paddle " "
Greyhound.....	1,748	" 18..	1,392	111 36	" Toledo and Goderich.
Arundell.....		Not issued	389	27 12	Screw, Detroit river.
Owana.....	1,066	May 18..	747	59 76	Paddle " "
Mascotte.....	498	" 19..	162	12 96	Screw " "
Wyandotte.....	900	" 19..	320	25 60	" Buffalo and Crystal Beach.
Darins Cole.....	1,075	" 19..	538	43 06	Paddle " "
Nellie H.....	40	" 31..	25	2 00	Screw, River St. Clair.
Columbia.....	1,500	June 10..	969	77 52	" Detroit river.
Hattie.....	200	" 10..	67	5 36	" " "
Idlewild.....		Not issued	363		Paddle " "
Grace Donner.....	185	June 13..	66	5 28	Screw, Samico and Port Huron.
James Beard.....	138	" 13..	87	6 96	" " "
Michigan (British) ..	500	Mar. 23..	1,730	138 40	Paddle, Windsor and Detroit.
Total. ....			19,992	1,639 59	

JOHN DODDS,

*Steamboat Inspector.*

## Steam Vessels Inspected for the year ended June 30, 1904.

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Maple Leaf.....		Not issued			Screw, pass. Lake of Bays & Couchiching.
Enterprise.....	305	July 8..	148		Twin Screw, Lake Simcoe.
Bobs.....	40	" 15..	38		Screw, Penetang and Point aux Baril.
Ophir.....		" 15..	11		" yacht, Parry Sound and vicinity.
Hugh S.....		" 15..	24		" fishing tug, Georgian bay.
Marie.....		" 15..	12		" tug, Georgian bay.
W. S. Oldfield.....		" 16..	15		" " "
Dorothe.....		" 16..	8		" yacht, Parry Sound and vicinity.
Geraldine.....	40	" 16..	65		" Penetang & Pt. aux Baril (Inside).
Emma.....	250	" 16..	146		" " "
Bertha.....		" 16..	18		" yacht, Parry Sound and vicinity.
Lady of the Lake.....		" 17..	47		" freight, Georgian bay.
Lorna Doone.....	37	" 17..	26		" Pt. aux Baril & Moose Pt. (inside).
Pilot.....		" 17..	70		" tug, Georgian bay.
Harold Gauthier.....		Not issued	9		" " "
Halcro.....		July 17..	8		" yacht " "
James Storey.....		Not issued	49		" tug " "
Snowstorm.....		July 18..	17		" " "
Edna.....	110	" 18..	55		" Penetang & Pt. aux Baril (inside).
Pearl.....		" 18..	6		" yacht, Mill Lake.
Ottawa.....		Not issued	2,431		" freight & pass., Duluth & Prescott.
Maniwa.....		July 22..	12		" yacht, Muskoka Lakes.
Ethel May.....		" 22..	13		" tug " "
Allena May.....		" 23..	16		" " " "
Linnia.....		Not issued	5		" " " "
Willonee.....		" "			" yacht " "
Devenish.....		July 23..	3		" tug " "
Rosseau.....		" 24..	53		" " " "
Ontario.....		" 24..	11		" " " "
Oso.....		" 24..	6		" yacht " "
Llano.....		" 24..	14		" " " "
Anchora.....		" 24..	6		" " " "
Lady of the Lake.....		" 24..	7		" " " "
Florence Main.....	100	" 26..	79		" " " "
Wapenas.....		" 25..	5		" " " "
Naiad.....		" 25..	29		" " " "
Theresa.....		Not issued	26		" tug " "
Fidelia.....		July 27..	9		" yacht " "
Southwood.....		" 27..	19		" tug " "
Manda.....		Not issued	12		" yacht " "
Puritan.....		July 28..	6		" " " "
Sky Pilot.....		Not issued	5		" " " "
Iagara.....		July 28..	7		" " " "
Algoma.....		" 29..	5		" " " "
Bella Vista.....		Not issued			" " " "
Rulo.....		July 29..	9		" " " "
Edith Ann.....		" 29..	11		" " " "
Oriska.....		Not issued			" " " "
Mildred.....		" "			" " " "
Kacymo.....		July 29..	9		" " " "
Manolia.....		" 30..	6		" " " "
Oriole.....	100	" 30..	76		" " " "
Hepburn.....		" 30..	15		" " " "
Wapiti.....		Aug. 11..	18		" " Sault Ste. Marie and vicinity.
Alert.....		" 11..	9		" tug " "
Albert Wright.....	20	" 12..	29		" Thessalon and Little Current.
Canada.....		Not issued	312		" pass., Owen Sound and vicinity.
Venetta.....		Aug. 26..	31		" yacht " "
Clara May.....		Not issued			" fishing tug, Lake Huron.
Rambler.....		Aug. 26..	6		" " " "
Lizzie May.....		" 26..	18		" " " "

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
W. H. Siebold.....		Not issued	22		Screw, fish tug, Lake Huron.
Elite.....		Aug. 26..	22		" " "
John McKay.....		" 27..	34		" " "
Minnie A. Clark.....		Not issued	36		" " "
Edna Ivan.....	40	Aug. 27..	54		" Cutler and Little Current.
Osprey.....		" 28..	42		" fish tug, Lake Huron.
Coponaning.....		Sept. 1..	18		" tug, French river and vicinity.
Evelyn.....		" 2..	85		" " "
S. R. Morcross.....		" 2..	20		" " "
Maggie McLean.....		" 2..	37		" " "
Phoenix.....		" 22..	29		" tug, Lakes at Huntsville.
Gem.....		Not issued	9		" pass.
Empress Victoria.....	100	Sept. 22..	106		" " "
Equal Rights.....		" 23..	6		" tug, Lake of Bays.
Mary Louise.....	40	" 23..	64		" Lake of Bays.
Dolly Gray.....		Not issued	5		" tug, Lake of Bays.
Joe.....	40	Sept. 24..	57		" Lakes at Huntsville.
Glad Tidings.....	10	" 25..	10		" Severn river and Sparrow lake.
Lady Franklin.....	20	" 25..	5		" " "
Agnes.....		Not issued	14		" pass., Roches Pt. and Belle Ewart.
W. D. Matthews.....	10	Oct. 12..	3,965		" " All lakes and rivers.
Midland King.....	10	" 12..	3,965		" " "
City of Windsor.....	258	" 9..	511		" Collingwood and Soo.
Joe Milton.....	200	" 10..	94		" " "
A. Seamen.....		" 10..	76		" tug, Georgian bay.
W. A. Rooth.....		" 19..	52		" " Soo and vicinity.
Algoma.....	650	" 19..	157		" Point Iroquois and Bruce Mines.
Iota.....		" 19..	6		" Soo and vicinity.
W. J. Smith.....		" 20..	26		" tug, Soo and vicinity.
Bertha Endress.....		Not issued	32		" " "
J. L. Beckwith.....		Oct. 20..	61		" " "
Vixen.....		" 21..	68		" " "
Ripple.....		Not issued	5		" " "
N. Dymont.....		Oct. 22..	59		" tug, North channel.
Killarney Belle.....		" 23..	28		" " "
Annie Moiles.....	25	" 23..	71		" Killarney and Soo.
E. P. Sawyer.....		" 23..	52		" tug, North channel.
Jas. McKeon.....		" 24..	36		" " "
Espanola.....	21	" 26..	7		" Spanish river.
Fanny Arnold.....	31	" 27..	73		" Killarney and Soo.
P. S. Hiesordt.....		" 27..	45		" tug, North channel.
W. A. Seymour.....	30	" 27..	85		" Killarney and Soo.
Albert Wright.....	12	" 27..	29		" Thessalon and Little Current.
Stella.....		" 28..	16		" fish tug, North channel.
Surprise.....		Not issued	19		" " "
Scotch Thistle.....	27	Oct. 30..	17		" Blind river and Killarney.
Welcome.....		Not issued	21		" tug, North channel.
J. G. Gidley.....	18	Oct. 31..	57		" Killarney and Soo.
E. Blake.....		" 31..	22		" tug, North channel.
Hazard.....		Not issued	34		" pass.
Iroquois.....	250	Nov. 2..	240		" Georgian bay ports.
Ethel.....		" 2..	13		" fish tug, North channel.
Tecumseh.....		Not issued	10		" tug, North channel.
Fred. Davidson.....	40	Nov. 2..	43		" Killarney and Soo.
Everard.....		" 2..	25		" fish tug, North channel.
Gypsy.....	8	" 4..	11		" Killarney and Soo.
Helen S.....	21	" 5..	86		" Collingwood and Soo.
Magnolia.....		" 25..	367		" tug, all lakes and rivers.
Traveler.....		Not issued	438		" " "
Minitaga.....		Nov. 26..	73		" " "
Margherita.....		" 26..	31		" yacht, Georgian bay.



STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and inspection Free Paid.	Class of Vessel and where employed.
1905					
Annie M. ....		Nov. 14..	33		Screw, fish tug, Georgian bay.
Alice G. ....		April 14..	36		" " "
B. M. Fraser. ....		" 14..	50		" tug " "
Midland Queen. ....	13	" 21..	1,993		" Duluth and Prescott.
Rosedale. ....	8	" 21..	1,507		" " "
Signal. ....		" 21..	94		" tug, Georgian bay.
Metamora. ....		Apr. 21..	239		Screw, tug Georgian bay.
Algonquin. ....	10	" 22..	1806		" Duluth and Prescott.
Clipper. ....		" 22..	46		" tug Georgian bay.
Dredge 9. ....	Dredge	" 22..	187		Midland Harbour.
Rover. ....		" 21..	51		Screw, Midland and vicinity.
Tadousac. ....		Not issued	2359		" pass. all lakes and rivers.
Reginald. ....		Apr. 23..	186		" tug " "
Lilly. ....		" 23..	22		" " Victoria Harbour and vicinity.
Minnie M. ....	{ Lake 468 Coast 595 }	" 27..	613		" Toledo & Soo,
Captain Jim. ....		" 27..	58		" fish. tug Lake Superior.
Commodore. ....		" 27..	40		" tug Soo and vicinity,
Imperial. ....		" 27..	36		" " " "
W. J. Emerson. ....		" 27..	28		" fish. tug Lake Superior.
Philadelphia. ....	40	" 28..	148		" all lakes and rivers.
R. A. McLean. ....		" 28..	30		" tug Soo and vicinity.
Gordon Gauthier. ....		" 28..	26		" fish. tug Lake Superior.
C. E. Ainsworth. ....		" 28..	76		" " " "
General Weitzel. ....		" 28..	32		" tug Soo and vicinity.
Florence M. ....		" 29..	8		" " " "
Myles. ....	Frt.	May 2..	1199		" frt. all lakes and rivers.
Arabian. ....	12	" 2..	1073		" Duluth & Quebec.
W. D. Matthews. ....		Not issued	3965		" pass. all lakes and rivers.
Telegram. ....	200	May 3..	198		" Collingwood & Soo.
Severn. ....		" 3..	44		" tug Collingwood and vicinity.
Arcadia. ....		" 3..	26		" fish. tug Georgian bay.
W. H. Price. ....		" 3..	13		" " " "
Hugh S. ....		" 4..	24		" " " "
Emerson. ....		" 4..	276		" tug all lakes and rivers.
Saucy Jim. ....		" 4..	93		" " Georgian bay.
Maud S. ....		" 4..	14		" " " "
City of Midland. ....	326	" 5..	974		" Collingwood & Soo.
Majestic. ....	636	" 5..	1578		" Fort William & Windsor.
City of Collingwood. ....	328	" 5..	1387		" Collingwood and Duluth.
Onaping. ....		" 5..	256		" tug all lakes and rivers.
Manitoba. ....	500	" 6..	2616		" Fort William & Owen Sound.
Athabasca. ....	500	" 6..	2269		" " " " "
Alberta. ....	500	" 6..	2282		" " " " "
Heather Belle. ....		" 6..	20		" fish. tug Georgian bay.
Arbutus. ....		" 6..	49		" tug " "
Iroquois. ....	10	" 6..	2359		" Duluth & Prescott.
Agnes. ....		" 7..	23		" tug Georgian bay.
Charlie Jones. ....		" 7..	16		" fish. tug Georgian bay.
Dredge Frank. ....	Dredge	" 7..	185		Owen Sound Harbour.
Port Blgin Queen. ....		" 7..	37		Screw, tug Owen Sd. and vicinity.
J. H. Jones. ....		Not issued	152		" pass. Georgian bay & Lake Huron.
Primrose. ....		May 9..	23		" fish. tug " "
R. J. Morrell. ....		" 9..	40		" Georgian bay.
Sea Gull. ....		Not issued	19		" fish. tug Georgian bay.
James Storey. ....		May 9..	49		" " " Lake Superior.
Jas. Playfair. ....		" 9..	26		" " " Georgian bay.
Beatrice M. ....		" 10..	36		" " " " "
Maggie May. ....		" 10..	46		" " " " "
City of Toronto. ....	400	" 10..	782		Paddle, Collingwood & Killarney
Balize. ....		" 11..	250		Screw tug Georgian bay.
United Empire. ....	357	" 11..	1961		" Duluth & Windsor.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—West Ontario Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1905.					
Harrison.....		May 17..	150		Screw, tug Georgian bay.
Ripple.....		" 17..	15		" " " "
Thomas Maitland.....		" 18..	107		" " " "
Joe Milton.....		Not issued	93		" " " " and Lake Huron.
Gracie.....		May 19..	41		" fish. tug Lake Superior.
Gemanic.....	496	" 20..	1014		" Collingwood & Duluth,
Superior.....		" 20..	89		" frt. all lakes & rivers.
Leighton McCarthy.....		" 20..	36		" fish. tug Georgian bay.
Ethyll Reid.....		" 20..	36		" " " " "
J. D. Hamill.....		May 25..	111		Screw, frt. Georgian bay.
Annie Silmon.....		" 26..	19		" tug " "
1904.					
Sandford.....		Dec. 31..	56		" " " "
A. Seamen.....		Not issued	76		" " " "
1905.					
Fred A. Hodpon.....		May 27..	63		" " " "
Laura M.....		June 1..	18		" fish. tug "
Mizpah.....		" 1..	18		" yacht "
Wexford.....		Not issued			" frt. all lakes & rivers.
Ossifrage.....		" "	632		" pass. "
Shawanaga.....		June 9..	96		" tug "
Agnes Smith.....		" 10..	57		" " North channel.
C. E. Benham.....		" 10..	140		" " " "
W. S. Davis.....		" 10..	46		" fish. tug Lake Superior.
John Haggart.....	235	" 10..	202		" Soo & Blind river.
Harold B. Phillips.....		" 11..	66		" tug Soo & vicinity.
Jno. J. Noble.....		" 15..	33		" fish. tug Lake Superior.
Jessie M.....		Not issued	14		" tug North channel.
J. H. McDonald.....		June 17..	41		" " " "
Camilla.....	40	" 18..	54		" Thessalon & Killarney.
Dispatch.....		" 18..	33		" tug North channel.
Geo. W. Cuyler.....	25	" 21..	56		" Killarney & Thessalon.
Glyn.....		" 22..	20		" fish. tug North channel.
Dalton McCarthy.....		Not issued	54		" " " Georgian bay.
Waubashene.....		June 28..	135		" tug "
Maud D.....	140	" 28..	81		" Penetang & Point aux Baril inside.
Total.....			53,565		

E. W. McKEAN,  
Steamboat Inspector.

TORONTO, ONT.

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected in Canada but registered elsewhere for the year ended  
June 30, 1903—West Ontario Division.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.			
Fortune.....	500	Aug. 10..	200	.....	S. Soo, Ont. & Soo, Michigan.
King Edward.....	593	June 9..	571	.....	P. Soo & Toledo.
International. ....	Pass.....	Not issued	144	.....	S. Soo & vicinity.
Total .....			915		

E. W. McKEAN,  
*Steamboat Inspector.*

TORONTO, ONT.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the year ended 30th June, 1904.

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel, and where employed.
				\$ cts	
Seguin.....	20	April 4..	818	.....	Screw, Quebec and Duluth.
Melburne.....	125	" 18..	894	.....	" Toledo and Montreal.
Cuba.....	125	" 13..	931	.....	" Montreal and Sarnia.
Persia.....	150	" 20..	757	.....	" " Hamilton.
Shamrock.....	412	" 18..	154	.....	Paddle, ferry, Toronto bay.
Kathleen.....	220	" 18..	110	.....	Screw " "
D. R. Van Allen.....		" 20..	318	.....	" freight, Duluth and Montreal.
Electric.....		" 21..	49	.....	" yacht.
Danl. Lamb.....		" 21..	253	.....	Dredge, Toronto bay.
St. George.....		" 21..	21	.....	Screw, tug "
Ocean.....	125	" 22..	684	.....	" Montreal and Sarnia.
Spartan.....	322	" 25..	402	.....	Paddle " Hamilton.
Erin.....		" 30..	651	.....	Screw, freight, all lakes and rivers.
Huronie.....	653	May 6..	3,330	.....	" Windsor and Duluth.
Chippewa.....	2,000	" 9..	1,514	.....	Paddle, Toronto and lake ports.
Corona.....	1,456	" 9..	1,274	.....	" " "
Ongiara.....	244	" 9..	98	.....	Screw, Niagara and Lewiston.
Monarch.....	345	" 11..	2,017	.....	" Windsor and Duluth.
Primrose.....	900	" 13..	189	.....	Paddle, ferry, Toronto bay.
Mayflower.....	900	" 13..	189	.....	" " "
Mazeppa.....	285	" 13..	146	.....	Screw, Pt. Auxil and Penetang.
John Hanlan.....	185	" 13..	37	.....	" ferry, Toronto bay.
Island Queen.....	140	" 13..	23	.....	" " "
Arlington.....	100	" 13..	23	.....	" " "
Kingston.....	1,000	" 17..	2,925	.....	Paddle, Toronto and Prescott.
Toronto.....	1,000	" 18..	2,779	.....	" " "
Rheata.....		Not issued	27	.....	Screw, tug, Toronto bay.
Garden City {Coasting {Lake.....	760 514	May 19..	637	.....	Paddle, Lake Ontario ports.
Ada Alice.....	125	" 20..	60	.....	Screw, ferry, Toronto bay.
Ojibway.....	450	" 30..	194	.....	" Toronto and Oakville.
Hiawatha.....		June 2..	46	.....	" yacht, Toronto bay.
Empress Victoria.....	100	" 11..	106	.....	" Huntsville and lakes.
Phoenix.....		" 11..	29	.....	" tug " "
Joe.....	40	" 11..	51	.....	" Huntsville and lakes.
Equal Rights.....		" 13..	6	.....	" tug, Lake of Bays.
Lady of the Lakes.....		" 13..	10	.....	" " " "
Mary Louise.....		Not issued	64	.....	" pass. " "
Maple Leaf.....		" "		.....	" " " "
Dolly Gray.....		June 13..	5	.....	" tug " "
Wenonah.....		Not issued	161	.....	Paddle and screw, pass., Burk Falls and Ahmic harbour.
Emulation.....		June 14..	25	.....	Screw, tug, Magnetawan river.
Glenrosa.....		" 14..	63	.....	" " "
Wanita.....	109	" 14..	44	.....	" Burk's Falls and Ahmic harbour.
Theresa.....		" 14..	26	.....	" tug " "
Gem.....	38	" 15..	27	.....	" Port Sydney and lakes.
Medora.....	349	" 16..	377	.....	" Muskoka lakes.
Kenozha.....	250	" 16..	225	.....	" " "
Comet.....		" 17..	20	.....	" tug " "
Elgin L. Lewis.....	120	" 18..	50	.....	" Lake Couchiching.
Constance.....	38	" 27..	52	.....	" Muskoka Lakes.
Priscilla.....		" 27..	20	.....	" yacht "
Muskoka.....	250	" 27..	197	.....	" " "
Gravenhurst.....		" 28..	29	.....	" tug " "
Onagonah.....		" 28..	19	.....	" " "
Mink.....	25	" 28..	56	.....	" " "
Nymph.....	40	" 28..	29	.....	" " "
Kestrel.....		" 29..	7	.....	" yacht "
Ahmic.....	65	" 29..	43	.....	" " "

4-5 EDWARD VII., A, 1905

STEAM Vessels Inspected, &c.—West Ontario Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
				\$ cts.	
Nymoca .....		June 29..	25		Screw, tug, Muskoka Lakes.
Bertha May .....		" 29..	9		" " " "
Neska .....		" 29..	9		" yacht " "
Queen of the Isles .....		" 30..	40		" tug " "
Oriole .....	100	" 30..	75		" " " "
Nipissing .....	277	" 30..	275		Paddle " "
City of Bala .....	40	" 30..	74		Screw " "
Islander .....	107	" 30..	165		" " "
Total .....			23,963		

TORONTO, ONT.

JAS. B. STEWART.

## SESSIONAL PAPER No. 23

Steam Vessels not inspected for the year ended June 30, 1904.

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS. — Why not Inspected and Class of Vessel.
Delila.....	4	3	Screw, passenger.
Lillie Smith.....	275	187	" freight.
Manitou.....	470	297	" passenger.
Tecumseh.....	840	530	" freight.
Tepiakom.....	29	20	" fishing tug.
Sarnia.....	85	58	" tug.
Argyle.....	41	28	" "
Ariadno.....	38	26	" fishing tug.
Juno.....	288	196	" freight.
Lansdowne.....	1,571	908	Paddle, car ferry.
Ranger.....	8	5	Screw, tug.
Dredge Hackett.....	96	50	Dredge.
W. J. Strong.....	41	28	Screw, tug.
Topsy Yacht.....	9	6	" passenger.
Mayflower.....	26	17	" "
J. C. Else.....	33	21	Paddle, tug.
Sea Gull.....	9	6	Screw, "
Albani.....	5	4	" yacht.
Charlie M.....	50	30	" passenger.
Johnie Wilson.....	7	5	" tug.
Ina.....	14	10	" yacht.
C. W. Chamberlain.....	385	243	" freight.
Ella.....	15	10	" passenger.
Minota.....	29	19	" yacht.
Cynthia.....	35	24	" fishing tug.
Jas. Norris.....	50	34	" tug.
Dolphin.....	24	17	" "
Neills.....	11	7	" "
Islay.....	175	119	" passenger.
Dredge Simcoe.....	214	136	Dredge.
Lake.....	13	5	Screw, tug.
City Queen.....	69	42	" passenger.
Voyageur.....	44	30	" yacht.
D. L. White.....	56	38	" tug.
Penetang.....	100	64	" passenger.
John Lee, Sr.....	88	60	" "
Minnicog.....	35	24	" "
Sweet Mary.....	13	9	" tug.
Lilly May.....	10	7	" "
Britannic.....	428	228	Paddle, passenger.
Soncie.....	14	9	Screw, yacht.
Boscobel.....	617	420	" tug.
Mary Amott.....	8	6	" "
City of Mt. Clemens.....	102	69	" freight.
Harry Sewell.....	25	17	" tug.
E. G. Ashley.....	10	7	" "
Torpedo.....	8	6	" "
Odessa Yacht.....	12	8	" passenger.
Eagle.....	10	7	" tug.
Waubauskene.....	97	47	" "
Stiletto.....	14	10	" passenger.
Lillian.....	5	4	" tug.
Bruce.....	16	10	" "
United Lumberman.....	399	259	" "
Secret.....	9	6	" yacht.
Flyer.....	4	3	" passenger.
Minette.....	4	3	Screw yacht.
Annie C. Hill.....	14	9	" "
J. J. O'Brien.....	59	31	" passenger.
Gertie C.....	15	10	" tug.
Menadora.....	73	50	" "
Caroline.....	12	8	" "
Charlton.....	389	265	" "

Inspected since  
June 30, 1904.

No application.



4-5 EDWARD VII., A. 1905

Steam Vessels not inspected for the year ended 30th June, 1904—*Continued.*

## WEST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS.	
			Why not Inspected and Class of Vessel.	
Shamrock .....	14	10	Screw fishing tug.	No application.
W. E. Gladstone .....	59	40	" tug.	
Clucas .....	28	19	" fishing tug.	
Islander .....	6	4	" tug.	
Mabel G. ....	10	8	" yacht.	
Home Rule .....	3	2	" tug.	
Beaver .....	29	12	" "	
Reliance .....	311	182	" "	
Juno .....	28	19	" fishing tug.	
Pauline Hickler .....	50	34	" tug.	
C. M. Bowman .....	88	60	" "	
Roy .....	6	4	" yacht.	
M. G. McDonald .....	29	19	" fishing tug.	
Glenora .....	17	10	" yacht.	
Sonntag .....	7	5	" "	
Agnes O .....	20	10	" tug.	
Ida Bell .....	6	3	" fishing tug.	
Nina .....	11	9	" tug.	
Sea Queen .....	18	12	" fishing tug.	
Una .....	22	15	" yacht.	
Ella Taylor .....	34	23	" tug.	
Ida .....	21	6	" yacht.	Not running.
Harvey Neelon .....	65	47	" tug.	
Nautilus .....	9	6	" "	
W. E. C. U. ....	6	4	" yacht.	
Louisa .....	13	9	" "	
Uncle Tom .....	8	3	" fishing tug.	
Luella .....	38	26	" passenger.	
Cleopatra .....	104	71	" yacht.	
Mabel M. ....	7	5	" tug.	
R. C. Britton .....	213	149	" freight.	
Molly S. ....	45	27	" passenger.	Not running.
Florence Main .....	79	52	" "	
Creole .....	21	14	" tug.	
Sarah E. Day .....	5	4	" "	
G. P. McIntosh .....	58	41	" "	
Urania .....	898	424	Paddle passenger.	
Herbert M. ....	26	18	Screw tug.	
Island Belle .....	31	21	" "	
Siesta .....	3	2	" "	
J. C. Clark .....	145	99	" passenger.	
L. Shiekluna .....	16	11	" tug.	Not running.
Uncle Jim .....	11	8	" "	
Adrelexa .....	15	10	" passenger.	
Wales .....	350	238	" tug.	
Ivey Alderson .....	39	27	" fishing tug.	
Total .....	10,671	6,637		

JOHN DODDS,  
E. W. McKEAN,  
JAS. B. STEWART,  
*Steamboat Inspectors.*

TORONTO, ONT.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the year ended June 30, 1904.

## WEST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where Employed.
		1904.		\$ cts.	
Helen S .....	16	July 13..	86		Passenger, Georgian bay.
Scow No. 1. ....	100	" 14..		10 00	" Toronto bay,
John Hanlan .....	185	" 14..	37		" "
Clark Brothers .....	200	" 14..	92		" Hamilton and Whitby.
George W. Cuyler .....	25	" 16..	56		" Sault and French River.
Emma .....	250	" 21..	146		" Pt. aux Baril and Penetang.
Geraldine .....	40	" 21..	65		" " "
Bobs. ....	40	" 22..	38		" " "
Edna .....	110	" 22..	55		" " "
John Lee, sr. coast lake {	201 )	" 22..	88		" Collingwood and Penetang.
	291 )	" 22..	26		" Pt. aux Baril and Morse Pt.
Lorna Doone .....	37	" 22..	69		" Penetang and Pt. aux Baril.
City Queen .....	40	" 23..	40		" " "
Maud .....	28	" 23..	102		" Byng Inlet and Penetang.
Penetang .....	15	" 23..	39		" Penetang and Pt. aux Baril.
Masonic .....	38	" 23..	35		" " "
Minnicog .....	40	" 24..	150		" Port Arthur and Lake Superior
Imperial .....	220	" 27..	287		Freight, Toronto and Lake Ontario.
Commodore Jarvis .....		Nov. 10..			
		1905.			
Séguin .....	20	April 18..	818		" Quebec and Duluth.
Macassa .....	616	" 26..	459		Passenger Toronto and Hamilton.
Lakeside .....	524	" 26..	348		" Toronto and Lake Ontario.
Melbourne .....	125	" 26..	894		" Toledo and Montreal.
Cuba .....	125	" 26..	931		" Montreal and Sarnia.
Corsican .....	370	" 27..	946		" Montreal and Hamilton.
Spartan .....	322	" 27..	946		" " "
Ocean .....	125	" 27..	684		" " Sarnia.
Persia .....	150	" 28..	757		" " Hamilton.
Arabian .....	12	" 29..	1073		" Duluth and Quebec.
Myles .....		" 29..	1199		Freight " " "
Erin .....		" 30..	651		" " "
Rosedale .....	8	May 2..	1507		Passenger, Duluth and Prescott.
Algonquin .....	10	" 2..	1806		" " "
Midland Queen .....	13	" 3..	1993		" and freight all lakes.
City of Toronto .....	400	" 4..	782		" Collingwood and Killarney.
City of Collingwood .....	325	" 4..	1387		" " Duluth.
City of Midland .....	326	" 4..	974		" " Sault.
Majestic .....	636	" 4..	1578		" Pt. William and Windsor.
United Empire .....	357	" 5..	1961		" Windsor and Duluth.
Germanic .....	496	" 5..	1014		" Collingwood and Duluth.
Alberta .....	500	" 6..	2282		" Pt. William and Owen Sound.
Athabasca .....	500	" 6..	2269		" " "
Manitoba .....	500	" 7..	2616		" " "
Iroquois .....	10	" 7..	2359		" Duluth and Prescott.
Huronic .....	563	" 9..	3330		" " Windsor.
Monarch .....	345	" 10..	2017		" " "
Hiawatha .....	300	" 10..	163		" Amherstburg and Pt. Huron.
Ongiara .....	244	" 12..	98		" Niagara river.
Corona .....	1456	" 12..	1274		" Toronto and Lake Ontario.
Chippewa .....	2000	" 12..	1514		" " "
Island Queen .....	140	" 13..	23		" Toronto bay.
Shamrock .....	412	" 13..	154		" " "
Mayflower .....	900	" 13..	189		" " "
Primrose .....	900	" 13..	189		" " "
Chicora .....	872	" 14..	931		" Toronto and Lake Ontario.
Ontario .....	500	" 16..	1615		" Windsor and Detroit.
Michigan .....	500	" 16..	1730		" " "

STEAM Vessels Inspected, &c.—West Ontario Division—*Concluded.*

## HULL INSPECTION.

Name of Vessel.	Number. of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel, and where employed.
				\$ cts.	
Winona.....	230	May 17..	231	.....	Passenger, Amherstburg and Sarnia.
Pappoose.....	168	" 17..	57	.....	" " Pt. Huron.
Garden City Coast lake {	760	" 20..	637	.....	" Toronto and Lake Ontario.
D. R. Van Allen.....	514	" 21..	318	.....	Freight, Duluth and Montreal.
Mazeppa.....	232	" 21..	146	.....	Passenger, Penetang and Pt. aux Baril.
Toronto.....	1000	" 23..	2779	.....	" Toronto and Prescott.
Kingston.....	900	" 23..	2925	.....	" " "
Abino.....	40	" 24..	8	.....	" Niagara river.
Maid of the Mist.....	80	May 26..	62	.....	Passenger, Niagara Falls.
Hope.....	300	" 26..	170	.....	" Buffalo and Fort Erie.
Ada Alice.....	125	" 28..	60	.....	" Toronto bay.
Kathleen.....	220	" 28..	110	.....	" " "
C. W. Chamberlain.....		" 30..	385	.....	Freight, all lakes and rivers.
Lincoln. { Lake.....	360	June 1...	337	.....	Passenger, Sarnia, Lake Erie.
River.....	500	" 1...	362	.....	" Detroit and Chatham.
City of Chatham.....	627	" 3...	194	.....	" Toronto and Oakville.
Ojibway.....	450	" 6...	620	.....	Freight, Duluth and Prescott.
Norseman.....		" 7...	678	.....	Passenger, Toronto and Hamilton.
Modjeska.....	801	" 8...	755	.....	" " Jordan.
City of Owen Sound...	200	" 12...	2431	.....	" Duluth and Prescott.
Ottawa.....	8	" 14...	184	.....	" Sault and Blind River.
John Haggart.....	235	Oct 1...	571	.....	" " Toledo.
King Edward.....	593	June 16..	240	.....	" " Collingwood.
Iroquois.....	250	" 16..	54	.....	" Cutler and Little Current.
Edna Ivan.....	40	not issued.			
Agnes Smith.....		June 17..	54	.....	" Thessalon and Killarney.
Camilla.....	40	" 18..	59	.....	" Georgian bay.
Julien V. O'Brien.....	25	" 24...	511	.....	" Sault and Collingwood.
City of Windsor.....	258	" 27...	1064	.....	" Toronto and Hamilton.
Turbinia.....	1,550	" 30...	81	.....	" Penetang and Pt. Aux Baril.
Maud D.....	140				

WM. EVANS,  
*Hull Inspector.*



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada, but Registered elsewhere, for the year ended  
June 30, 1904.

## WESTERN ONTARIO DIVISION.

HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
City of Grand Rapids.	361	July 15. . .	399	39 92	Passenger, Lake Erie ports.
Niagara . . . . .	100	Nov. 23. . .	214	24 12	" Buffalo and Fort Erie.
Ogemaw . . . . .	20	May 17. . .	594	47 52	" All lakes and rivers.
Mascott . . . . .	498	" 19. . .	162	12 96	" Amherstburg and Pt. Huron.
Nyandotte. . . . .	900	" 27. . .	320	25 60	" Buffalo and Crystal beach.
Owana . . . . .	1,066	June 1. . .	747	59 76	" Sarnia and Toledo.
Greyhound . . . . .	1,748	" 1. . .	1392	111 36	" Toledo and Goderich.
Tashmoo. . . . .	1,887	" 1. . .	1344	107 52	" Pt. Huron and Amherstburg.
Nellie H. . . . .	40	" 2. . .	25	2 00	" River St. Clair.
Omar D. Conger. . . . .	575	" 2. . .	196	15 68	" Sarnia and Detroit.
Darius Cole. . . . .	1,075	" 25. . .	538	43 06	" Buffalo and Crystal beach.

WM. EVANS,  
*Hull Inspector.*

## STEAM Vessels Inspected, for the year ended June 30, 1904.

## WEST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where Employed.
		1904.		\$ cts.	
Mink .....	40	Aug. 24 ..	56	.....	Screw Muskoka lake.
Ahmic .....	75	" 24 ..	70	.....	" " "
Islander .....	107	" 24 ..	165	.....	" " "
Nymph .....	40	" 24 ..	29	.....	" " "
Charlie M .....	32	" 25 ..	50	.....	" " "
Constance .....	40	" 25 ..	52	.....	" " "
Oriole .....	100	" 25 ..	75	.....	" " "
Florence Main .....	100	" 26 ..	79	.....	" " "
City of Bala .....	40	" 26 ..	74	.....	" " "
Nipissing .....	310	" 26 ..	275	.....	Paddle " "
Medora .....	360	" 26 ..	377	.....	Screw " "
Kenozha .....	289	" 26 ..	225	.....	" " "
Muskoka .....	301	" 27 ..	197	.....	" " "
Wanita .....	109	" 27 ..	44	.....	Burks Falls & Ahmic Harb'our
Wenonah .....	102	" 28 ..	161	.....	Paddle & screw Burks Falls & Ahmic Harb'r.
Joe .....	40	" 28 ..	57	.....	Screw Huntsville & Lake of Bays water.
Empress Victoria .....	100	" 28 ..	106	.....	" " "
Mary Louise .....	40	" 28 ..	64	.....	" Lake of Bays & Dorsett.
Islay .....	348	" 31 ..	175	.....	" " Simcoe & tributaries.
Longford .....	150	" 31 ..	53	.....	" " " "
Ella .....	40	" 31 ..	15	.....	" " " "
Lady Franklin .....	20	" 31 ..	5	.....	" Severn river & Sparrow lake.
Glad Tidings .....	10	" 31 ..	10	.....	" " "
Acacia .....	200	" 31 ..	107	.....	" Hamilton & Burlington.
Great Western .....	200	Sept. 22 ..	1,080	.....	Paddle Windsor & Detroit.
Huron .....	245	" 22 ..	1,052	.....	T. screw, " "
Lansdowne .....	200	" 22 ..	1,571	.....	Paddle, " "
International .....	Frt.	July 2 ..	851	.....	T. screw, Sarnia & Pt. Huron.
Eagle .....	40	Not issued	12	.....	Screw, Pt. Edward & Pt. Huron.
City of New York .....	.....	" "	292	.....	" frt., lakes & rivers.
United Lumberman .....	.....	May 6 ..	399	.....	" " " "
Juno .....	.....	" 15 ..	288	.....	" " " "
Comfort .....	40	Sept. 25 ..	14	.....	" Marine City & Sombra.
City of Dresden .....	100	" 26 ..	194	.....	" Windsor & Lake Erie Pts.
Tadousac .....	10	" 29 ..	2,359	.....	" All lakes.
J. H. Jones .....	240	Aug. 15 ..	152	.....	" Lake Huron & Georgian bay.
Mayflower .....	35	Apr. 1 ..	26	.....	" Waubashene & Penetang.
Lake Michigan .....	Frt.	July 8 ..	573	.....	" Lakes & rivers.
W. D. Matthews .....	10	Oct. 15 ..	3,965	.....	" " "
Midland King .....	10	" 15 ..	3,965	.....	" " "
Minnie M. .... { Lake	468	" 17 ..	613	.....	" Toledo & Sault.
{ Canal	598				
Ossifrage .....	447	Not issued	632	.....	" Michipicoten & Sault.
{ River	550				
Algoma .....	650	Oct. 19 ..	157	.....	" Pt. Iroquois & Bruce Mines.
Philadelphia .....	40	" 21 ..	148	.....	" Lakes & rivers.
Annie Moiles .....	25	" 22 ..	71	.....	" Killarney & Sault Ste. Marie.
Telegram .....	200	" 23 ..	198	.....	" Collingwood & " "
Albert Wright .....	12	" 24 ..	29	.....	" Thessalon & Little Current.
Espanola .....	21	" 26 ..	7	.....	" Spanish river.
Fannie Arnold .....	31	" 26 ..	73	.....	" Killarney & Sault.
Wm. H. Seymore .....	30	" 27 ..	85	.....	" " "
Joe Milton .....	200	Apr. 1 ..	92	.....	" Collingwood & Sault.
Iroquois .....	200	Not issued	240	.....	" Owen Sound & Sault.
J. G. Gidley .....	18	Oct. 28 ..	57	.....	" Killarney & Sault.
Scotch Thistle .....	27	" 29 ..	17	.....	" " & Blind river.
Fred Davidson .....	40	" 30 ..	43	.....	" " & Sault.
Hazard .....	10	No cert. of		.....	
		Regstr.		.....	" " & Thessalon.
Geo. W. Cuyler .....	25	Oct. 31 ..	56	.....	" " "
Helen S. ....	21	Nov. 3 ..	86	.....	" Collingwood & Sault.
Gypsy .....	8	" 4 ..	11	.....	" Killarney & Sault.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered Elsewhere for the year ended  
June 30, 1904.

## WEST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where Employed.
		1904.		\$ cts.	
Iroquois Lake. .... }	800				
" Canal. .... }	1200	Aug. 21..	1170	101 52	Screw, lakes and rivers.
Michigan Central.....	281	Sept. 18..	1522	129 76	Paddle, Detroit and Windsor.
Transfer. ....	233	" 18..	1511	128 89	" and screw, Detroit and Windsor.
Transport.....	256	" 18..	1595	135 60	" Detroit and Windsor.
Garland.....	517	" 19..	248	27 84	Screw " "
Victoria .....	250	" 19..	192	23 36	" " "
Sapho.....	550	" 19..	224	25 92	" between Lakes Erie & Huron.
Excelsior.....	250	" 19..	229	26 32	" Detroit and Windsor.
Promise.....	750	" 19..	473	45 84	" Amherstburg and Pt. Huron.
Pleasure.....	853	" 21..	490	47 20	" " "
Columbia.....	1500	" 21..	969	85 84	" " "
City of Toledo.....	1095	" 21..	1004	88 32	Paddle, Toledo and Pt. Huron.
Ariel.....	226	Aug. 28..	202	24 16	Screw, Walkerville and Detroit.
Grace Darmer.....	200	Sep. 23..	66	10 28	" Pt. Huron and Sarnia.
James Baird .....	150	" 24..	87	11 96	" " "
Welcome.....	266	" 25..	213	25 04	" St. Clair & Courtright.
Pere Marquette.....	51	Not issued	1938	163 04	Tug screw, Pt. Stanlay & Conneaut.
Fartimi.....	500	Aug. 4..	200	24 00	Screw, Sault Ste. Marie ferry.

M. R. DAVIS,

*Inspector of Hulls & Equipment.*



STEAM Vessels Inspected for the year ended 30th June, 1904.

## EAST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel, and where Employed.
		1904.		\$ cts.	
Jessie Bain.....	150	July 3.	66 58		Screw, Kingston and Prescott.
Maida Vale.....		" 8.	18 74		Yacht, Stony lake.
Idle Hour.....			2 40		Screw, passenger, Stony lake.
Bancroft.....			9 56		Paddle, steam punt, Lindsay waters.
White Star.....		July 8.	8 88		Screw " Kawartha Lakes.
Victoria.....		" 9.	3 90		" tug " "
Hazlitt.....		" 9.	23 70		Paddle alligator tug " "
Empress.....	224	" 9.	84 48		Screw, cos., Victoria & Peterborough.
Flash.....			4 74		Screw, pass. " "
Muskoka.....		July 10.	22 05		Paddle, allig'r tug " "
Majestic.....	180	" 10.	67 77		Screw, cos. " "
Estelle.....		" 10.	8 24		" yacht " "
Alert.....	150	" 10.	53 38		" cos. " "
Esturian.....	300	" 10.	139 39		Paddle " " "
Ogemah.....	175	" 10.	71 75		" " " "
Calumet.....	30	" 10.	21 87		Screw " " "
Ajax.....		" 10.	32 97		" tug " "
Lady of the Lake.....	38	" 10.	32 95		t cos. " "
Pearl.....	18	" 10.	6 39		" " " "
Stranger.....		" 10.	53 41		" tug " "
Maple Leaf.....		" 10.	26 08		" " " "
Cora.....	40	" 10.	22 61		" cos. " "
Dawn.....		" 10.	20 20		" tug " "
McClintock.....		" 10.	20 72		Paddle, allig'r tug " "
Kawartha.....		" 10.	16 69		Screw, Fenelon Falls & Kawartha lake.
Dauntless.....	10	" 10.	3 38		" " " "
Minnie May.....		" 10.	10 20		Paddle, steam punt, Fenelon Falls & Kawartha lake.
Beaver.....		" 10.	91 50		" tug, Lindsay waters.
Marie Louise.....		" 10.	32 19		Screw " " "
Manita.....	150	" 10.	34 10		" cos., Victoria & Peterborough
Baptiste.....			7 51		Paddle, steam punt, Lindsay waters.
Waterwitch.....		July 10.	17 70		Screw, tug " "
Comet.....	32	" 10.	7 60		" cos., Victoria & Peterborough.
Dredge Alfred.....			89 19		Spoon dredge " "
Alexandra.....	150	July 10.	104 92		Screw, cos. " "
Rockaway.....			6 80		Paddle, st'm punt " "
Kenosha.....	350	July 10.	266 20		" cos. " "
Greyhound.....	40	" 10.	37 35		Screw " " "
Beaver.....	40	" 10.	18 00		" Rice Lake and tributaries.
North Star.....	160	" 10.	39 60		" " " "
Rob Roy.....		" 10.	4 52		" yacht " "
Lassie.....			5 52		" " " "
Mermaid.....			10 95		" " " "
Rainbow.....	100	July 10.	50 69		" " " "
City of Peterborough.....	310	" 10.	224 29		T. " " "
Arthemise.....			10 75		" yacht " "
Water Lily.....	125		53 93		" cos., Victoria & Peterborough.
Edmond.....		May 28.	39 10		tug, Rideau canal.
Frontenac.....		Aug. 1.	110 76		" " River St. Lawrence.
Wm. Johnston.....		" 1.	94 72		" " " "
M. & W.....		" 10.	8 48		" " " "
Florence.....		" 13.	6 70		" fish tug, Bay of Quinté.
Vesta.....		" 13.	7 80		" yacht " "
Prince Edward.....			18 22		Paddle, Tyendena and Sophiasburg.
Trent.....		Aug. 15.	19 51		" alligator tug, Bay of Quinté.
Florence.....		May 18.	3 08		Screw, yacht " "
Maggie May.....		Aug. 17.	29 03		" tug, Rideau canal.
Lillian B.....	20	" 18.	3 76		" Carleton Place and Innesville.
Tropic.....	30	" 19.	8 86		" Kingston and Ottawa.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected &c.—East Ontario Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where Employed.
1904.			\$ cts.		
Eva Belle.....		Aug. 19..	10 10		Screw, fish patrol boat, Rideau canal.
Kilbirnie.....		" 19..	15 23		" yacht, Rideau canal.
Nellie.....	20	" 19..	6 82		" Kingston and Ottawa.
Wenonah.....		" 21..	5 59		" yacht, Rideau canal.
Geraldine.....		" 21..	17 90		" " " "
Westport.....		Sept. 3..	80 27		" freight " "
Dredge No. 6.....		" 1..	100 00		Spoon dredge, River St. Lawrence.
Amy.....		" 1..	39 50		Screw, tug " "
Beaver.....		" 1..	40 88		" " canal and river.
Mary Ellen.....		" 1..	20 22		" " " "
Stranger.....	150	" 1..	69 58		" Kingston and Montreal.
Grenada.....	175	" 1..	57 00		" " " "
Gracie.....	40	" 1..	10 50		Paddle, Cornwall and Dundee
Annie Barnett.....		" 1..	41 89		Screw, tug, canal and river.
Princess Louise.....	100	" 1..	26 36		" Kingston and Montreal.
Ivy.....	35	" 12..	7 43		" Cornwall and Stanley island.
A. B. Cooke.....		" 1..	34 17		" tug, canal and river.
Dredge Ottomac.....		" 1..	195 65		Elevator dredge.
Mary.....		" 1..	53 49		Screw, tug, canal and river.
Wm. Davis.....		" 1..	40 23		" " " "
Mona.....		" 1..	24 70		" " " "
Dredge Ottawa.....		" 1..	219 95		Spoon dredge.
Gilbert.....		" 1..	40 83		Screw, tug, canal and river.
Dredge Iroquois.....		" 1..	287 18		Spoon dredge.
Torpedo.....		" 1..	197 69		Drill boat.
Frank.....		" 1..	15 97		Screw, tug, canal and river.
Dredge D. Stewart.....		" 1..	295 21		Spoon dredge.
John Hunter.....		" 1..	32 14		Screw, tug, canal and river.
Cleveland.....					Drill boat.
Umbria.....		Sept. 1..	42 98		Screw, tug, canal and river.
Myra.....		" 1..	73 21		" " River St. Lawrence.
Jap 1.....	40	Aug. 20..	10 54		" Kingston and Prescott.
Water Lily.....			95 09		" freight, River St. Lawrence.
C. W. Cole.....			15 50		" fish tug " "
1905.					
Pierrepont.....	415	April 9..	251 98		Paddle, Trenton and Prescott.
Lake Michigan.....			573 28		Screw, freight, Great Lakes.
Iona.....		April 11..	231 53		" " lake and river.
Resolute.....	25	" 15..	371 86		Twin screw, all lakes and rivers.
Ranger.....	15	" 15..	13 83		Screw, Trenton and Picton.
Deseronto.....	85	" 15..	54 57		" " Prinzer's cove.
Reliance.....	25	" 15..	239 14		Twin screw, lakes and rivers.
Rescue.....	25		52 29		Screw, Trenton and Prescott.
Ella Ross.....	300	April 16..	324 88		Paddle, Brighton and Prescott.
David G. Thomson.....		" 16..	185 05		Screw, tug, River St. Lawrence.
Rosemount.....		" 18..	1,580 37		" freight, all lakes and rivers.
Aletha.....	350	" 18..	171 27		" Brighton and Montreal.
D. D. Calvin.....		" 19..	749 53		" freight, all lakes.
India.....		" 19..	976 49		" " " "
Simla.....		" 19..	1,490 04		" " " "
Water Lily.....		" 22..	95 09		" " River St. Lawrence.
Alexandria.....	600	" 22..	863 15		Paddle, Charlotte and Quebec.
Aberdeen.....		" 23..	141 86		Screw, freight, lake and river.
Lloyd S. Porter.....		" 23..	488 63		" " " "
Rideau King.....	300	" 26..	265 92		" Kingston and Ottawa.
Valeria.....	40	" 29..	51 55		" " Prescott.
Jessie Hall.....		" 29..	56 54		" tug, River St. Lawrence.
John Milne.....		" 29..	108 53		" freight, Rideau canal.



4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—East Ontario Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Class of Vessel and Where employed.
		1905.		\$ cts.	
Glide .....		May 30..	77.90		Screw, tug, River St. Lawrence.
Nile .....		" 3..	96.30		" freight "
Kate .....		" 4..	22.41		" yacht "
Bothnia .....		" 5..	833.36		" freight "
Chicora .....	872	" 6..	930.50		Paddle, Toronto and lake ports.
Parthia .....		" 7..	198.13		" tug, River St. Lawrence.
D. S. Walker .....		" 12..	55.55		Screw " "
Dredge Central City .....		" 13..	223.62		Spoon dredge.
D. P. Dey .....		May 13..	11.26		Screw, tug, River St. Lawrence.
Dredge No. 4 .....		" 13..	175.41		Spoon dredge.
H. F. Bronson .....		" 14..	137.12		T.S., tug, River St. Lawrence.
North King .....	525	" 14..	872.95		Padd., Lake Ont. & Riv. St. Lawrence.
Chieftain .....		" 14..	434.68		" tug, River St. Prescott.
America .....	600	" 14..	520.53		" Trenton and Montreal.
Dorothy .....			10.09		Screw, Napanee and Trenton.
Jessie Forward .....			5.64		" yacht, Bay of Quinté.
Reindeer .....	125	May 16..	58.29		" Napanee and Prenzlers cove.
Armenia .....	250	" 17..	109.99		" Trenton and Prescott.
Niagara .....	450	" 18..	396.43		" Toronto and Montreal.
Varuna .....	275	" 18..	134.04		" Trenton and Prescott.
Madge .....		" 18..	7.22		" yacht, Bay of Quinté.
Argyle .....	800	" 19..	700.29		Padd., L. Ontario & Riv. St. Lawrence.
Annie Lake .....	40	" 19..	18.52		Screw, Brighton and Prescott.
Kismet .....		" 20..	5.42		" yacht, Bay of Quinté.
Dredge I. X. L. .....		June 2..	100.00		Spoon dredge.
Aurelia .....		" 2..	32.05		Screw, tug, River St. Lawrence.
Michael Davitt .....			28.24		" " "
Brockville .....	358	June 4..	190.75		" Kingston and Cornwall.
Sovereign .....	150	" 6..	44.92		" Rice Lake and tributaries.
Margaret .....					" yacht, River St. Lawrence.
Eric (Gasoline) .....			2.86		" " "
Rideau Queen .....	300	May 9..	350.75		" Kingston and Ottawa.
Wherenow .....	100	" 9..	47.78		" Kingston and Prescott.
Gonow (Gasoline) .....			1.15		" River St. Lawrence.
Lolita .....			1.70		" " "
Kiniroing .....		May 14..	145.40		" freight, Rideau Canal.
Skylark .....		" 15..	43.29		" yacht, River St. Lawrence.
Caspian .....	500	" 15..	957.44		Paddle, Charlotte & Thousand Isl'ds
Antelope .....	40	" 20..	24.98		Screw, Trenton and Prescott.
Lee .....		June 20..	8.73		" yacht, River St. Lawrence.
Albani .....		" 20..	57.83		" " "
Leone .....	20	" 20..	4.26		" Kingston and Prescott.
Victoria .....	186	" 20..	58.10		" " and Cornwall.
Ellen .....	40	" 20..	25.10		" " and Montreal.
Illicillewaet .....		" 20..	16.59		" yacht, River St. Lawrence.
Kenneth .....		" 20..	4.11		" " "
Zeila .....			3.40		" " "
International .....			395.31		Twin screw, freight and car ferry.
City of Belleville .....	200	June 20..	101.17		Screw, Brockville and Ogdensburg.
Mayflower .....			392.05		" freight, River St. Lawrence.
Total .....			22,953.42		

THOS. P. THOMPSON,  
Steamboat Inspector.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended  
June 30, 1904.

## EAST ONTARIO DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Pas- sengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Ins- pection Fees Paid.	Class of Vessels and where employed.
		1904.		\$ cts.	
Castanet.....	175	June 20..	54 00	9 40	Screw, Kingston and Ogdensburg.
Cresco.....			62 00	9 96	" River St. Lawrence.
Riverside.....			124 00	17 92	" " "
Wm. Armstrong.....	25	June 16..	181 24	22 48	" Prescott and Ogdensburg.
		1905.			
Islander.....	468	April 6..	118 61	9 52	Paddle, Trenton and Ogdensburg.
New Island Wanderer.	400	" 18..	123 00	9 84	Screw, Kingston and "
St. Lawrence.....	645	May 5..	312 90	25 04	Paddle " "
Castanet.....	175	June 1..	54 50	4 32	Screw " "
Sirius.....	50	" 2..	22 78	1 84	" Trenton and Montreal.
Ramona.....	150	" 10..	57 07	4 56	" " Ogdensburg.
Niagara.....	40	" 11..	36 00	2 88	" Lake Ontario and Riv. St. Law.
New York.....	730	" 1..	294 87	23 52	Paddle, Kingston and Ogdensburg.
Valetta.....	38	" 20..	27 84	2 24	Screw, Trenton and "
Sophia.....			16 36	1 28	" River St. Lawrence.
Wm. Armstrong.....	25	June 20..	181 25	14 48	" Prescott and Morristown.
Island Bell.....	300	" 20..	89 77	7 20	" Kingston and Ogdensburg.
Nettie.....	30	" 20..	11 02	0 88	" Cape Vincent and Quebec.
Outing.....	25	" 20..	15 87	1 28	" Kingston and Fort Corington.
Algona.....	250	" 20..	92 06	7 36	" " Montreal.
Mary.....	300	" 20..	174 64	13 92	" " Fort Corington.
Henry Plumb.....	81	" 20..	92 78	7 44	" Prescott and Morristown.
Riverside.....			133 00		" River St. Lawrence.
H. P. Bigelow.....			46 67		" "
Indiana.....			26 00	2 08	" "
I Wonder.....			16 11	1 28	" "
Virginia.....			21 00	1 68	" "
Capt. Visgar.....			29 23	2 32	" "
Capt. Dave Waggoner.			19 00	1 52	" "
Gen. W. B. Franklin..			11 35	0 88	" "
Idler.....			57 00	4 56	" "
Total. ....			2,501 91	211 68	

4-5 EDWARD VII., A. 1905

STEAM Vessels not Inspected for the Year ended June 30, 1904.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks.
			Why not Inspected and Class of Vessel.
Dalce.....	4.74	3.22	Screw, pass., not in commission.
Mary Ethel .....	98.61	56.13	Paddle " "
Marmara.....	12.96	8.82	Screw " "
Lorlei.....	5.88	4.00	" yacht " "
Mollie.....	10.72	7.29	" " " "
Rambler.....	8.75	7.60	Paddle, tug " "
Glengarry.....	732.41	438.46	Screw, freight " "
Madge.....	9.49	6.46	" yacht, no application.
Total.....	883.56	531.98	

THOS. P. THOMPSON,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the Year ended June 30, 1904.

## EAST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Wanda... { Montreal Prescott.	15 30	July 3..	39	.....	Screw, Trenton and Montreal.
Ellen .... { Montreal Prescott.	30 40	" 8..	25	.....	" " "
Esturian.....	300	" 14..	139	.....	Paddle, Cos. Vict. and Peterboro.
Kawartha.....	30	" 14..	17	.....	Screw, Fenelon Falls and Kawartha lakes.
Dauntless.....	10	" 14..	3	.....	" " "
Manita.....	150	" 15..	34	.....	" Cos. Vict. and Peterboro.
Kenosha.....	350	" 15..	266	.....	Paddle, " "
Comet.....	32	" 16..	8	.....	Screw, " "
Jessie Bain.....	150	May 1..	67	.....	" Kingston, Cos. Vict. and Peterboro.
Dawn.....	30	Not issued	20	.....	" Cos. Vict. and Peterboro.
Cora.....	40	July 18..	23	.....	" " "
Alexandra.....	150	" 20..	105	.....	" " "
Calumet.....	30	" 20..	22	.....	" " "
Pearl.....	18	" 20..	6	.....	" " "
Ogemah.....	175	" 20..	72	.....	Paddle, " "
Empress.....	224	" 21..	84	.....	Screw, " "
Majestic.....	180	" 21..	68	.....	" " "
Alert.....	150	" 21..	56	.....	" " "
Waterlily.....	125	" 22..	54	.....	" Rice lake and tributaries.
Rainbow.....	100	" 22..	51	.....	" " "
City of Peterboro.....	310	" 22..	224	.....	T. " " "
North Star.....	160	" 23..	40	.....	" " "
Lady of the Lakes.....	38	" 23..	33	.....	" Cos. Vict. and Peterboro.
Greyhound.....	40	Nov. 1..	37	.....	" " "
Lillian B.....	20	Aug. 11..	4	.....	" Carleton Place and Innsville.
Commodore.....	25	Not issued	3	.....	" " "
Tropic.....	30	Aug. 12..	9	.....	" Kingston and Ottawa.
Princess Louise... { P. M.	100 65	Sept. 10.	26	.....	" " and Montreal.
Grenada..... { P. M.	175 125	" 10..	57	.....	" " "
Ivy.....	20	Not issued	7	.....	" Cornwall and Stanley Isle.
Gracie.....	40	Sept. 12..	11	.....	Paddle, " Dundee.
Stranger.....	.....	Not issued	70	.....	Screw, Kingston and Montreal.
Nellie.....	20	Aug. 12..	7	.....	" " Ottawa.
Beaver.....	40	July 17..	18	.....	" Rice lake and tributaries.
		1905.			
Pierrepont.....	415	April 11..	252	.....	Paddle, Trenton and Prescott.
Iona.....	.....	" 13..	232	.....	Screw, freight, all lakes.
D. D. Cairn.....	.....	" 19..	750	.....	" " Lakes and rivers.
Innia.....	.....	" 19..	976	.....	" " "
Simla.....	.....	" 19..	1490	.....	" " "
Aletha.....	350	" 20..	171	.....	" Brighton and Montreal.
Resolute.....	25	" 21..	372	.....	T. " Lakes.
Deseronto.....	85	" 21..	55	.....	" Trenton and Prinzers cove.
Reliance.....	25	" 21..	239	.....	T. " Lakes.
Ella Ross.....	300	" 21..	325	.....	Paddle, Brighton and Prescott.
Ranger.....	15	" 22..	19	.....	Screw, Trenton and Picton.
Alexandria... { Lake River.	400 600	" 22..	863	.....	Paddle, Charlotte and Quebec.
Lloyd S. Porter.....	.....	" 22..	489	.....	Screw, lakes and rivers.
Rideau King.....	300	" 27..	266	.....	" Kingston and Ottawa.
Valeria.....	135	" 28..	52	.....	" " Prescott.
Rosemount.....	.....	" 28..	1580	.....	" lakes and rivers.
		1904.			
Jap 1.....	40	Aug. 15..	11	.....	" Kingston and Prescott.



4-5 EDWARD VII., A. 1905

STEAM Vessels, Inspected for the Year ended June 30, 1904.—*Concluded.*

## EAST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
		1905.			
Bothnia . . . . .		May 4..	833		Screw lakes and rivers.
America . . { Montreal		" 14..	521		Paddle, Trenton and Montreal.
Prescott . . . . .	600				
North King. . . . .	525	" 16..	873		" Lake Ont. and River St. Law.
Reindeer. . . . .	125	" 19..	58		Screw, Napanee and Prinzers Cove.
Armenia. . . . .	250	" 19..	110		" Trenton and Prescott.
Varuna . . . . .	275	" 19..	134		" " "
Annie Lake. . . . .	40	" 19..	19		" Brighton and Prescott.
Prince Edward. . . . .	5	Not issued	18		Paddle, Tyendinaga and Sophiorlay.
Rescue . . . . .	25	" "	52		Screw, Trenton and Prescott.
Arrow. . . . .	23	" "	4		" Kingston and Prescott.
Argyle. . . . . { Lake .	535	} June 2..	700		Paddle, Lake Ont. and River St. Law.
River. . . . .	800				
Niagara. . . . . { Lake .	250	} " 2..	396		Screw, Toronto and Montreal.
River. . . . .	450				
Sovereign. . . . .	150	Not issued	45		" Rice lake and tributaries.
Rideau Queen. { River.	150	} June 8..	351		" Kingston, Montreal and Ottawa.
Canal. . . . .	300				
Eric . . . . .	12	Not issued	3		" " and Prescott.
		1904.			
Stranger. . . . .	150	Sept. 10..	65		" " and Montreal.
Ivy. . . . .	35	" 10..	7		" Cornwall and Stanley island.
		1905.			
Victoria. . . { Cornwall.	125	} June 14..	58		" Kingston and Cornwall.
Prescott . . . . .	186				
Leone. . . . .	20	" 14..	4		" " Prescott.
Antelope. . . . .	40	" 15..	25		" Trenton and Prescott.
Brockville. { Cornwall.	240	} " 15..	191		" Kingston and Cornwall.
Prescott . . . . .	358				
International. . . . .	Freight.	Not issued	395		T. " Ogdensburg and Prescott.
Elgin L. Lewis. . . . .	120	" "	50		" Lake Simcoe.
Caspian. . . . .	500	June 23..	957		Paddle, Charlotte and 1000 Islands.
Wherenow. . . . .	100	" 27..	48		Screw, Kingston and Prescott.
Stoney Lake. . . . .	272	Not issued	156		" Cos. Victoria and Peterboro.

M. R. DAVIS,  
Hull Inspector.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the Year ended  
June 30, 1904.

## EAST ONTARIO DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Sophia .....	25	Aug. 6..	16	6 28	S., Trenton and Montreal.
Valetta .....	38	" 8..	28	7 24	S., " Ogdensburg.
Columbia .....	40	June 1..	26	7 08	S., " "
		1905.			
Islander .....	468	April 15..	119	9 52	P., " "
New Island Wanderer.	400	" 20..	123	9 84	S., Kingston "
St. Lawrence .....	645	May 16..	313	25 04	P., " "
Ramona .....	150	June 10..	57	4 56	S., Trenton "
New York .....	730	" 10..	294	23 52	P., Kingston "
Niagara .....	15 40	Canal River,	36	2 88	S., Lake Ontario coasting and R. St. Law.
		1904.			
Sirius..... { Montreal. .... } { Prescott. .... }	50	Sept. 12..	23	1 84	S., Trenton and Montreal.
		1905.			
Wm. Armstrong... ..	25	June 15..	181	14 48	S., B. P. & O. & M. ferry.
Henry Plumb .....	81	" 16..	93	7 44	S., " "
Island Belle .....	300	" 16..	90	7 20	S., Kingston and Ogdensburg.
Algona... { Montreal. .... } { Prescott. .... }	175 250	" 16..	92	7 36	S., " Montreal.
Nettie .....	30	" 16..	11	0 88	S., Cape Vincent and Quebec.
Riverside .....	340	Not issued	134	.....	S., Kingston and Ogdensburg.
Outing .....	25	June 17..	16	1 28	S., " Ft. Covington.
Mary. { Ft. Covington. .... } { Prescott. .... }	290 300	" 17..	174	13 92	S., " "
Valetta .....	38	" 20..	28	2 24	S., Trenton and Ogdensburg.
Sophia .....	22	" 25..	16	1 28	S., Kingston "
Indienne .....	21	Not issued	26	2 08	S., " "

M. R. DAVIS,  
*Inspector of Hulls and Equipment.*

## STEAM Vessels Inspected for the Year ended June 30, 1904.

## MONTREAL DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1904.			\$ cts.		
Garnet.....	200	July 9..	152		Paddle, Montreal and Cornwall.
Col. By.....		" 22..	9		Screw, tug, Rideau Canal.
Robert Anglin.....		" 22..	97		" frt., "
Emile.....		" 22..	12		" tug, "
Advance.....	10	" 24..	1,130		" frt., Montreal and Duluth.
Hazel E.....		" 29..	13		" tug, Lake Memphremagog.
Lady of the Lake.....	630	" 29..	607		Paddle "
John A.....		" 29..	20		Screw, tug "
Missawippi.....	10	" 30..	4		" Lake Missawippi.
St. Louis.....		Aug. 11..	29		Screw, P. yacht, St. Lawrence river.
Dandy.....		" 13..	46		" tug, Ottawa river.
E. G. Laverdure.....		" 13..	54		" "
Florida.....		" 18..	201		T. screw, frt., Montreal and Pierreville.
Bonenfant.....	25	" 20..	31		Screw, ferry, Bout de l'Isle & Charlemagne.
Chateauguay.....	440	" 27..	222		Paddle, Montreal and Beauharnois.
Pontiac.....		Sept. 3..	15		" tug, Lake Kippewa.
C. E. Read.....		" 4..	13		" " "
F. W. Avery.....		" 4..	14		" " "
Alice.....	40	" 4..	26		Screw " "
R. Hurdman.....	40	" 4..	93		" " "
1903.					
D. A. Martin.....	40	Dec. 1..	78		" North river.
1904.					
Otter.....		Sept. 5..	21		Paddle, tug, Lake Kippewa.
North River.....		" 5..	22		" " Lake Temiscaming.
Alexandra.....		" 7..	417		" " "
Mink.....		" 7..	14		" " "
Beaver.....		" 7..	13		" " "
Geisha.....	25	" 10..	20		Screw, New Liskard and Tomstown.
Swan.....	10	" 10..	12		" " "
Ville Marie.....		" 10..	32		" frt., Lake Temiscaming.
Clyde.....	30	" 11..	29		" Lake Temiscaming.
Meteor.....	250	" 11..	299		" " "
Little Roxy.....		" 11..	12		" tug, "
Temiscamingue.....	40	" 12..	295		Paddle "
John.....	40	" 24..	34		Stern wheel, ferry, Carillon & Pt. Fortune.
Surveyor.....	30	" 30..	50		Screw, ferry, Lachine and Caughnawaga.
White Squall.....		Oct. 12..	7		" P. yacht, St. Lawrence river.
Chaffey.....	40	" 12..	42		" Lancaster and Valleyfield.
Jubilee.....	40	" 14..	54		" Lake Temiscaming.
Ruby.....	Yacht	Nov. 3..	11		" Madawaska river.
Rex.....	"	" 5..	13		" St. Lawrence river.
Wild Rose.....	"	" 7..	10		" " "
1905.					
Longueuil.....	300	April 6..	365		Paddle, ferry, Montreal and Longueuil.
Boucherville.....	600	" 6..	4 9		" Montreal and Boucherville.
Victoria.....	300	" 14..	181		Screw, Ottawa and Thurso.
St. Laurent.....	414	" 18..	546		Paddle, Montreal and Berthier.
Charlemagne.....		" 18..	76		Screw, tug, St. Lawrence river.
Florence.....		" 25..	62		" Ottawa river.
G. H. Harris.....		" 25..	87		" tug "
Sir Hector.....		" 25..	40		" " "
Archie Stewart.....		" 25..	80		" " "



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—Montreal Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1905.		\$ cts.	
Scotsman.....	40	April 26..	265		Screw Ottawa and Montreal.
Hall.....	50	" 26..	247		" " " "
Hebron.....		" 26..	149		" " " Oswego.
Dandy.....		" 26..	46		" tug, Ottawa river.
Mudpout.....		" 26..	34		" " " "
Rockland.....		" 27..	78		" " " "
Ada.....		" 27..	29		" " " "
Mansfield.....	15	" 27..	169		" ferry, Ottawa and Gatineau Point.
Herbert Larkin.....		" 28..	49		" tug, St. Lawrence river.
Dredge King Edward..		" 28..	100		Dredge, Montreal harbour.
Derrick No. 2.....		" 28..	100		Derrick, " "
Maria.....		" 28..	31		Screw tug, " "
Dredge Pontiac.....		" 28..	221		Dredge, " "
Willie C.....		" 29..	8		Screw tug, St. Lawrence river.
Dredge No. 4.....		" 29..	100		Dredge, " "
Welshman.....	25	May 2..	156		Screw, Montreal and Ottawa.
Ottawan.....	100	" 2..	311		" " " "
Bonito.....	10	" 2..	17		" ferry, Calumet and L'Original.
Victoria.....	300	" 2..	188		Paddle, Pembroke and Des Joachim.
D. B. Mulligan.....	40	" 3..	77		Screw ferry, Pembroke & Allumette Isld.
Alex'r Fraser.....		" 3..	320		Paddle tug, Upper Ottawa.
E. H. Bronson.....		" 3..	285		" " " "
Hercules.....		" 4..	21		" " " "
Pembroke.....		" 4..	194		" " " "
C. B. Powell.....		" 4..	272		" " " "
Hamilton.....		" 5..	320		" Chats Lake.
J. L. Murphy.....		" 5..	173		Screw, " "
Sampson.....		" 5..	15		Paddle tug, " "
Ida.....	40	" 6..	247		Screw, Montreal and Ottawa.
Laprairie.....	330	" 7..	600		Paddle, Montreal and Laprairie.
Lyon C.....		" 9..	19		Screw tug, St. Lawrence river.
		1904.			
British Lion.....		Dec. 1..	25		Screw tug, Ottawa river.
		1905.			
Sovereign.....	700	May 13..	637		Paddle, Montreal and Carillon.
Empress.....	800	" 14..	678		" Ottawa and Grenville.
May Flower.....	40	" 14..	59		Stern wheel, Barrys Bay and Palmer.
Pontiac.....	40	" 16..	116		Paddle, Chats lake.
Madawaska.....		" 16..	15		" tug, Chats lake.
Amable du Fond.....		" 16..	17		" " " "
G. B. Greene.....	600	" 17..	255		" Deschene lake.
G. B. Pattee II..		" 17..	51		Screw tug, " "
Albert.....		" 17..	269		Paddle tug, " "
Alva.....		" 18..	27		Screw tug, Rideau canal.
Agnes.....	40	" 18..	29		" Buckingham and High Rock.
Mildred.....	25	" 19..	15		" " " "
Leon.....	15	" 19..	15		" High Rock and N.-D. du Laus.
Duchess of York.....	700	" 20..	490		Paddle, Montreal and Carillon.
Maude.....	200	" 21..	269		" " Ottawa.
May.....		" 21..	21		Screw yacht, St. Lawrence river.
Nora.....		" 23..	28		" tug, " "
Dolphin.....		" 25..	70		" " Ottawa river.
R. P. Flower.....	25	June 9..	15		" ferry, Bout de l'Isle and Charlema-
Sallabery.....	40	" 10..	222		" Montreal and Valleyfield.
Filgate.....	320	" 10..	425		" " Cornwall.
Van Woodland.....	90	" 22..	37		" Lake Nipissing.
Sparrow.....	30	" 22..	38		" " "
Zephir.....		" 22..	3		" tug, " "
Booth.....	40	" 22..	347		Paddle, " "

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—Montreal Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1905.		\$ cts.	
Nosbonsing.....		June 22..	25	.....	Screw tug, Lake Nosbonsing.
Queen.....		" 23..	15	.....	" yacht, Lake Nipissing.
Annie Laurie.....		" 23..	3	.....	" " "
Carmita.....		" 23..	9	.....	" " "
Catherine C,.....	10	" 23..	19	.....	" " "
Empress.....		" 24..	36	.....	" tug, "
Ladas.....		" 24..	54	.....	" " "
Monarch.....		" 24..	37	.....	Paddle tug, "
Osprey.....		" 24..	6	.....	Screw fishing, tug, "
Fleur de Mai.....	10	" 25..	7	.....	" " "
Shoofly.....		" 25..	10	.....	" " "
Madoc.....		" 25..	8	.....	Paddle " "
Verva.....		" 27..	55	.....	Screw tug, Wanapitae lake.
Mahigama.....	10	" 28..	20	.....	" Pembroke and Fort William.
Tit Willow.....		" 28..	17	.....	" yacht, Upper Ottawa.
Total.....			15464		

WM. LAURIE,  
Steamboat Inspector.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—Montreal Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Kate.....		July 12..	61		Screw tug St. Lawrence river.
Gertie.....		Aug. 4..	21		" " Lachine canal.
Windermere.....		" 10..	31		Screw, yacht, rivers.
Grain Elevator No. 17.		" 11..	215		" Grain Elevator, Montreal Harbour.
St. Peter.....	50	Sept. 1..	66		" tug and pass., " "
Maggie R. King.....		" 9..	27		" " Soulanges canal.
Quebec.....		" 15..	108		" frt., St. Lawrence river.
		1905.			
Aberdeen.....	150	April 5..	87		" tug and pass., Montreal harbour.
Dredge No. 4.....		" 5..	461		Dipper dredge, " "
Robert Mackay.....	150	" 6..	129		Screw, tug and pass., " "
Dredge No. 1.....		" 6..	100		Dipper dredge, " "
" No. 3.....		" 13..	100		" " " "
Derrick No. 4.....		" 13..	100		Derrick, " "
" No. 3.....		" 13..	100		" " " "
Courier.....	25	" 14..	12		Screw, tug and pass., " "
Derrick No. 6.....		" 14..	100		Derrick, " "
" No. 5.....		" 14..	100		" " " "
St. Louis.....		" 15..	34		Screw, tug, " "
Derrick No. 1.....		" 15..	100		Derrick, " "
Assistance.....		May 2..	100		" " " "
Dredge No. 2.....		" 2..	100		Dipper dredge, " "
Drill Boat.....		" 2..	100		Drill boat, " "
Armenia.....		" 6..	467		Screw, frt., St. Law. riv. and Great lakes.
Pile Driver.....		" 13..	100		Pile driver, Montreal Harbour.
Ta Nit Esq.....		" 18..	5		Screw, tug, St. Lawrence river.
H. Larosée.....		" 23..	13		" " " "
Hector.....		" 23..	21		" " " "
Dauntless.....		June 5..	81		" " St. Law. riv., and Lake Ontario.
Grain Elevator No. 9..		" 9..	172		" Grain elevator, Montreal harbour.
" No. 17.....		" 9..	215		" " " "
" No. 16.....		" 9..	210		" " " "
" No. 12.....		" 10..	183		" " " "
" No. 10.....		" 10..	173		" " " "
" No. 6.....		" 10..	170		" " " "
" No. 1.....		" 10..	165		" " " "
" No. 7.....		" 11..	170		" " " "
" No. 13.....		" 11..	178		" " " "
" No. 14.....		" 11..	181		" " " "
" No. 15.....		" 13..	213		" " " "
" No. 18.....		" 13..	214		" " " "
Ida.....		" 15..	26		" tug, Lachine canal.
Honoré.....		" 16..	22		" " Soulanges "
Grain Elevator No. 11.		" 20..	169		" grain elevator, Montreal harbour.
" No. 4.....		" 20..	188		" " " "
" No. 2.....		" 20..	170		" " " "
" No. 8.....		" 24..	80		" " " "
" No. 5.....		" 24..	80		" " " "
Plover.....		Not issued			" tug, Lachine canal.
Total.....			5,918		

LOUIS ARPIN,  
Steamboat Inspector.



4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended  
June 30, 1904.

## MONTREAL DIVISION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Bratsberg.....		Sept. 1..	1,337	114 96	Screw, freight, sea-going.
Transit.....		Nov. 13..	1,334	111 72	" " "
Total.....			2,671	2 6 68	

WM. LAURIE,  
*Steamboat Inspector.*

LOUIS ARPIN,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessels not inspected for the Year ended June 30, 1904.

## MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Reigstered. Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Beatrice B. ....	59	43	Screw, pass. Not in commission.
Marquis of Lorne .....	20	11	" " " "
Hudson .....	45	37	Paddle " " "
Union .....	75	66	Screw, ferry " "
Massawippi .....	4	3	" pass. " "
Valleyfield .....	417	280	T. " " "
Richelieu .....	167	87	Paddle " " "
West Arm .....	27	12	Screw, tug. " "
St. Michael .....	16	10	Paddle " " "
Agnes McMahon .....	54	37	Screw " " "
Antelope .....	83	57	" " " "
St. George .....	68	29	" " " "
Ballantyne .....	14	6	Paddle " " "
Quinze .....	32	26	T. Screw, tug. " "
H. Trudel .....	13	5	Paddle " " "
Robert Stoker .....	14	2	Screw " " "
Jessie .....	19	13	" " " "
C. W. Denis .....	17	8	" " " "
Sea Flower .....	7	5	" " " "
Chummy .....	5	4	" " " "
Monaco .....	10	6	" yacht. " "
John Thompson .....	5	4	" " " "
Juno .....	17	7	" " " "
Windermere .....	31	21	" " " "
Tiger .....	4	3	" " " "
Nama .....	41	36	" " " "
Glide .....	80	54	" ferry. Not yet inspected.
Russell .....	76	45	" tug. " "
Aid .....	25	15	S. Wheel, tug. " "
Nokomis .....	25	17	Screw, yacht. " "
Coulonge .....	18	12	Paddle, tug. " "
Dredge Otto .....	100	...	Dredge. " "
Leo .....	2	1	Screw, ferry. " "
T. Osborne .....	25	18	" tug. " "
Seaborn .....	30	20	" yacht. " "
* Total .....	1,645	1,000	

WM. LAURIE,  
LOUIS ARPIN,  
*Steamboat Inspectors.*

## STEAM Vessels Inspected for the year ended June 30, 1904.

## SOREL DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1905.		\$ cts.	
Fire Fly.....	266	May 1..	214.41		Paddle, pass., Sorel and Berthier.
Berthier.....	600	" 1..	933.77		" " Grand Nord & Montreal.
Préfontaine.....	40	" 1..	889.37		Screw, pass., Montreal & Quebec.
Chambly.....	600	" 1..	535.49		Paddle " " Chambly.
Trois Rivières.....	1,100	" 1..	1,552.05		" " " S.A. de Beup.
Terrebonne.....	450	" 1..	635.72		" " " Sorel.
Quebec.....	750	" 15..	3,056		" " " Quebec.
Canada.....	600	" 15..	1,768		" " " "
Saguenay.....	400	" 9..	991.90		" " " Chicoutimi.
Beaupré.....	800	" 25..	2,068.09		" " " S.A. de Beup.
Victoria.....	30	April 22..	343.33		Screw " " St. Johns, Que.
Bohemian.....	350	May 25..	628.26		Paddle " " Prescott, Ont.
Mathilda.....		April 3..	114		Screw, tug, St. Lawrence river.
Alice.....		" 7..	67.17		" " " "
Ethel.....		" 11..	71.94		" " " "
W. C. Francis.....		" 18..	37.98		" " " Montreal harbour.
Julia.....		" 19..	92.21		Twin screw, tug, St. Lawrence river.
May ex. W. C. Loggie.....		" 19..	21		Screw, tug, Montreal harbour.
Virginia.....		" 19..	146		" " St. Lawrence river.
Sincennes.....		" 26..	228.42		Paddle " " "
F. Dupré.....		May 3..	114.48		Screw " " "
C. W. Jones.....		" 7..	48		" " " attending dredge.
Trenton No. 1.....		" 7..	100		Dredge, St. Lawrence river.
St. Louis.....		April 30..			" " Richelieu river.
De Lévis.....		" 30..			Twin screw, hydrographic survey.
Jessie Hume.....		" 30..			Screw, govt. steamer attending dredge.
Lac St. Pierre.....		" 30..			Twin screw " " "
James Howden.....		" 30..			" " " hydrographic sur.
Cartier.....		" 30..			" " " attending dredge.
ChAMPLAIN.....		" 30..			" " " "
Eureka.....		" 30..			" " " " ch. dredge.
Emelia.....		" 30..			" " " " dr. & s'vey.
St. Francis.....		" 30..	55		" " " tug, attending dredge.
St. Jean d'Iberville.....		" 30..			Govt. screw, tug " " "
Shamrock.....		" 30..	236.73		" " " " "
Rodolphe.....		" 30..	116		Paddle, tug, Montreal & Three Rivers.
Jos. Paul.....		" 25..	20		Screw " " "
Beatrix.....		June 30..	39.62		Paddle, tug, St. Maurice river.
St. Roch.....		" 30..	18		Screw " " "
Montmorency.....		" 30..	18		" " " attending dredge.
McNaughton.....		April 20..	137		" " " Montreal and Quebec.
Carmelia.....		June 30..	62.72		" " " attending dredge.
Frontenac.....		April 30..			" " " govt. str. attend. dredge.
Daisy.....		May 11..	15		" " " " "
Hudson.....		April 30..	158.18		Paddle " " Montreal and Quebec.
Como.....		June 30..	75.11		" " " St. Irénée & Murray bay.
Rival.....		" 3..	125		" " " Montreal and Chambly.
Virginia.....	600	May 15..	1,701.13		" " " pass. " Chicoutimi.
Spray.....	25	June 9..	106.56		Screw " " " Quebec.
Cultivateur.....	700	May 21..	362.20		Paddle " " " St. Hélène Isl.
Hamilton.....	375	June 20..	937.87		" " " " Hamilton.
Algerian.....	400	" 20..	914.02		" " " Quebec.
Bourgeois.....	40	" 30..	94.34		" " " Three Rivers & St. Grég.
Marie Louise.....	10	" 28..	5.66		Screw " " " Shawinigan & Alnaville.
Glacial.....	40	" 30..	109		" " " Three Rivers & Ste. Angèle.
Samson.....	40	" 29..	93.55		" " " Grandes Piles & La Tuque.
Hosanna.....	40	" 9..	89.41		" " " Montreal and Quebec.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—Sorel Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1905.		\$ cts.	
Dream.....	40	June 29..	27.44		Screw, tug Grandes Piles & La Tuque.
St. Maurice.....	40	" 29..	44.72		" " " "
St. Louis.....		July 14..	16.80		" " " "
High Rock.....		" 12..	8		" " " "
Florence.....		" 15..	17.77		" " " "
Luciana.....		Not regis..			" " Lachine canal.
Zephir.....		"			" " Montreal & Ste. Geneviève.
Hercule.....		"			" " Quebec.
St. Antoine.....			14.38		" pass., Richelieu river.
Amy.....		July 1..	39.50		" tug, attending dredge.
Dredge No. 5.....		" 1..	100		Dredge, Three Rivers.
Total .....			20,415.30		

ALEXIS RONDEAU,  
Steamboat Inspector.

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the year ended  
June 30, 1904.

## SOREL DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Carolina.....	600	Nov. 24..	968 70	.....	Paddle, pass., Montreal and Chicoutimi.
		1905.			
Columbian.....	500	June 5..	884 38	.....	Screw " " Toronto.
Total .....			1,853 08	.....	

ALEXIS RONDEAU,  
*Steamboat Inspector.*

STEAM Vessels not Inspected for the year ended June 30, 1904.

## SOREL DIVISION.

Name of Vessel.	Gross. Tonnage.	Registered Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
Iron R.....	18	12	Screw, pass., new boiler and machinery being put in.
Mary A. Laughlin .....	23	12	" tug, under repairs.
Dredge No. 4.....			Dredge " "
St. Anne.....	14	10	Screw, tug, no application.
Dredge St. Pierre.....			Dredge " "
Maud.....	54	34	Paddle, tug " "
Arthur.....	78	36	" " " "
Plover.....	Not regist'd.		Screw " tied up by government orders.
Blandford.....	65 36	26 74	Not yet inspected.
Total .....	252 36	130 74	

ALEXIS RONDEAU,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessel Inspected for the year ended June 30, 1904.

## QUEBEC DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Free Paid.	Class of Vessel and where employed.
1904.					
Onteritze.....		July 10..	18		S., tug, Lake St. Joseph.
Arizona.....	10	" 10..	9		S., steam yacht, Lake St. Joseph.
Swallow.....		" 11..	9		S., tug, Lake Edward.
Grace.....	10	" 11..	4		S., steam yacht, Lake Edward.
Kiskissink.....	10	" 13..	3		S., " " " Kiskissink.
Roberval.....	40	" 1..	126		S., Roberval & Peribonca.
Nord.....	20	" 1..	56		S., " " "
Mistassini.....	40	" 1..	249		P., Lake St. John.
Le Colon.....	40	" 1..	173		P., " " "
Peribonca.....		" 1..	179		P., tug " "
St. Henri.....		" 1..	101		S., " " "
St. Louis Metabatchouan.....		" 1..	30		S., " " "
Alcyon.....	20	" 1..	49		S., Chicoutimi basin.
Marie Louise.....	20	" 1..	92		P., " " river.
Forest.....		" 1..	26		S., tug " "
St. Antoine.....		" 1..	14		S., yacht, Chambly river.
Missisquoi.....	260	" 1..	159		S., Montreal and Burlington.
Mersey.....			60		Tug.
Little Emely.....			6		S., tug, Quebec harbour.
Admiral.....	150	Aug. 5..	682		P., River Ouelle and Murray bay.
Lilly H.....		" 6..	19		S., tug, River du Loup.
Bella.....	40	" 7..	43		P., Croix Pt. and Campbellton.
Oak Bay.....		" 7..	27		S., tug, Restigouche river.
Christiana.....		" 7..	57		S., " " "
Nelly H.....	10	" 9..	8		S., Peninsula and Gaspé.
Restigouche.....	200	" 9..	945		S., Dalhousie " "
Fearless.....		" 10..	10		S., tug, Pabos river.
Maggie Allard.....		" 14..	6		S., " La Nouvelle.
George U. Smith.....		" 18..	24		S., " Metapedia river.
Queen.....	450	" 24..	367		S., Quebec and Levis.
Pilot.....	450	" 24..	426		S., " " "
Maccannamac.....	10	" 26..	4		S., yacht, Spider lake.
Campania.....		" 26..	23		S., tug, Lake Megantic.
Jubilee.....	30	" 26..	25		S., " " "
L'Amie.....		" 27..	16		S., " " Aylmer.
Hunkidori.....		" 27..	9		S., " " St. Francis.
Dot.....		" 28..	8		S., " " "
Lucia.....		Sept. 1..	41		S., " Montreal harbour.
Arthur.....		July 15..	78		P., " Lake Sorel and Louisville.
Maud.....		Sept. 8..	50		P., " attending dredge.
Batiscan.....		" 8..	40		P., " Batiscan.
Shearly.....		Aug. 10..	37		P., " Matane river.
Thor.....		Sept. 19..	323		P., " Saguenay river.
Kenogamie.....		" 20..	21		S., " " "
Dama.....	10	" 22..	54		S., " Escoumains and Trois Pistoles.
Margota.....		" 23..	not reg.		S., " Pleasure yacht.
L'Aiglon.....		" 26..	11		S., " Quebec Harbour.
1905.					
Victor.....		May 17..	35		S., tug, " "
Marie Josephine.....	20	Apl. 1..	117		S., Montreal and Gulf.
Savoy.....	100	" 1..	348	27 84	S., " " foreign ports.
Restigouche.....	200	" 1..	945		S., " " St. J. Newfoundland.
Stord.....	25	" 1..	648	51 84	S., " " foreign ports.
King Edward.....	125	" 1..	355		S., " " Gulf.
Campana.....	400	May 1..	1,697		S., " " Pictou.
North.....	450	" 1..	289		P., ferry, Quebec and Lévis.
South.....	450	" 1..	349		P., " " "



## STEAM Vessels Inspected for the year ended June 30, 1904.

## QUEBEC DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Free Paid.	Class of Vessel and where employed.
1905.					
Alpha.....	20	May 1..	61	.....	S., Quebec and coasting.
Rhoda.....	155	" 1..	182	.....	P., mail tender, Rimouski.
Frontenac.....	555	" 1..	304	.....	T. S., Quebec and St. Romuald.
Champion.....	612	" 1..	482	.....	P., Quebec and Berthier.
Contest.....	100	" 1..	231	.....	P., " " Gulf.
Orleans.....	530	" 1..	269	.....	S., " " Orleans island.
Gaspesien.....	43	" 1..	490	.....	S., Montreal and Sydney, C.B.
Douro.....	100	" 1..	432	.....	S., Quebec and Sydney, C.B.
1904.					
Admiral.....	200	May 1..	681	.....	P., Dalhousie and Gaspé.
1905.					
Lord Strathcona.....	15	" 1..	495	.....	T.S., Montreal and foreign ports.
Orion.....		" 1..	846	.....	
St. Croix.....	550	" 7..	506	.....	P., Quebec and St. Croix.
Florence.....		" 9..	133	.....	S., wrecking sch., Gulf.
George W. Smith.....		" 10..	24	.....	S., tug, Lake Metapedia.
Frankie H.....		" 1..	17	.....	S., " Bay des Chaleurs.
Two Brothers.....		" 13..	23	.....	S., " Quebec harbour.
M. E. Hackett.....	40	" 13..	78	.....	S., " " "
Etoile.....	591	" 13..	560	.....	P., Quebec and Montreal.
Victor.....		" 17..	35	.....	S., tug, Quebec Harbour.
Polino.....	20	" 17..	807	.....	S., Montreal and St. Johns, N'hd.
E. B. Eddy.....		" 18..	78	.....	S., tug, St. Lawrence river.
Onteritze.....		June 1..	18	.....	S., " Lake St. Joseph.
Arizona.....	10	" 1..	9	.....	S., yacht, Lake St. "
Grace.....	10	" 4..	4	.....	S., " " Edward.
Swallow.....		" 6..	9	.....	S., tug, " "
Harold.....		" 7..	not reg.	.....	S., " " Kiskissink.
Kiskissink.....		" 7..	3	.....	S., " " "
St. Louis.....	500	" 11..	428	.....	P., Montreal and Quebec.
Diver.....		" 14..	86	.....	S., wrecking sch., Montreal and Gulf.
Jack.....		" 21..	31	.....	S., tug, Montmagny basin.
Pilot.....	450	" 22..	427	.....	S., Quebec and Levis.
Amanda.....		" 27..	11	.....	S., tug, Quebec harbour.
Corinne.....		May 23..	23	.....	S., " " "
Thor.....		" 27..	323	.....	P., " " and Chicoutimi.
Fabiola.....		" 31..	81	.....	S., wrecking schooner.
St. Charles.....		" 25..	23	.....	S., tug, Quebec harbour.
St. Pierre (Dredge).....		Sept. 8..	204	.....	Batiscan river.
Total.....			17,900	79 68	

JOS. SAMSON.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere for the year ended  
June 30, 1904.

## QUEBEC DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1905.			
Savoy .....	100	April 1..	348	27 84	S., Montreal and foreign ports.
Stord . . . . .	25	" 1..	648	51 84	S., " " " "
King Edward. ....	125	" 1..	355	....	S., " " Gulf.
			1,351	79 68	

JOS. SAMSON.

4-5 EDWARD VII., A. 1905

## STEAM Vessels Inspected, for the Year ended June 30, 1904.

## QUEBEC AND MONTREAL DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Alma.....	40	July 6..	43		Screw, excursion yacht around Sorel.
Samson.....	40	" 4..	93		Twin screw, Grand Piles and La Tuque.
St. Maurice.....	40	" 4..	95		Screw " "
Dream.....	40	" 4..	27		" " "
Como.....	40	" 6..	75		Paddle, Three Rivers and Nicolet.
Glacial.....	40	" 7..	109		Screw " Ste. Angèle.
Bourgeois.....	40	" 7..	94		Paddle " St. Grégoire.
Arizona.....	10	" 10..	9		Screw, on Lake St. Joseph.
Grace.....	10	" 11..	4		" " Edward.
Kiskisink.....	10	" 13..	5		" " Kiskissink.
Mistassini.....	40	" 13..	249		Paddle, Roberval and Grande Decharge.
Roberval.....	40	" 14..	126		" " Peribonca.
Nord.....	20	" 14..	56		Screw " "
Peribonca.....	40	" 15..	113		Paddle, on Lake St. John.
Le Colon.....	40	" 15..	173		" " "
St. Henri.....	Unfit for passengers				Screw " "
Alcyon.....	20	July 17..	42		" Chicoutimi and St. Anne.
Marie Louise.....	20	" 18..	99		Paddle, in Saguenay river.
Florida.....	25	Aug. 12..	201		Twin screw, Montreal and Quebec.
St. Peter.....	150	July 27..	44		Screw, Montreal harbour.
Courier.....	25	" 27..	12		" " "
St. Louis.....	500	" 24..	428		Paddle, Quebec and Montreal.
Advance.....	10	" 28..	1,030		Screw, Duluth "
Hazel E.....	10	" 28..	13		" on Lake Memphremagog.
Lady of the Lake.....	680	" 28..	607		Paddle, Newport and Georgeville.
Massawipi.....	10	" 29..	4		Screw, on Lake Massawipi.
Admiral.....	250	Sept. 25..	682		Paddle, Murray Bay and River Ouelle.
Lillie H.....	Unfit for passengers		19		Screw, River du Loup.
Bella.....	40	Aug. 7..	43		Paddle, Campbellton and Cross Point.
Restigouche.....	314	" 9..	945		Screw, Dalhousie and Gaspé.
Nellie H.....	10	" 9..	8		" in Gaspé Bay.
Jubilee.....	30	" 26..	25		" Megantic wharf and Woburn.
Maccanamac.....	10	" 26..	4		" club house and Spider lake.
D. A. Martin.....	Unfit for passengers		78		" Turtle Portage and Birch lake.
R. Hurdman.....	40	Sept. 4..	93		" on Lake Kippewa.
Alice.....	40	" 4..	26		" " "
Clyde.....	25	" 5..	29		" Temiscaming and N. Temiscaming
Geisha.....	25	" 8..	20		" New Liskeard and Tomstown.
Swan.....	10	" 8..	12		" " White river.
Meteor.....	250	" 4..	299		" Temiscaming and N. Temiscaming
Little Roxy.....	10	" 4..	12		" N. Temiscaming and White river.
Temiscamingue.....	40	" 11..	295		" Temiscaming and N. Temiscaming
Jubilee.....	40	" 5..	54		" " New Liskeard.
Surveyor.....	30	" 14..	50		" Lachine and Caughnawaga.
Missisquoi.....	260	" 15..	160		" Montreal and Burlington.
Dama.....	10	" 21..	55		" Escoumains and Trois Pistoles.
Pilot.....	450	Oct. 12..	427		" ferry, Quebec and Lévis.
Queen.....	450	" 12..	367		" " " "
Polaris.....	450	" 13..	533		" " " "
		1905.			
Marie Josephine.....	20	April 1..	117		" Montreal and Gulf.
Restigouche.....	200	" 1..	945		" " St. John, Nfld.
J. H. Hacket.....	40	May 1..	117		" Quebec and Murray bay.
Alpha.....	20	" 1..	61		" Anticosti and Quebec.
Campana.....	400	" 1..	1,697		Twin screw, Montreal and Pictou.
South.....	450	" 1..	349		Paddle, ferry, Quebec and Lévis.
North.....	450	" 1..	289		" " " "
Rhoda.....	150	" 1..	182		" Quebec and Rimouski.
Fire Fly.....	266	" 1..	214		" Sorel and Berthier.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—Quebec and Montreal Division—*Continued.*HULL INSPECTION—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Préfontaine .....	40	May 1..	889	.....	Twin screw, Montreal and Quebec.
Terrebonne .....	450	" 1..	636	.....	Paddle, Montreal and Sorel.
Chambly .....	600	" 1..	535	.....	" " Chambly.
Berthier .....	600	" 1..	934	.....	" " Three Rivers.
Victoria .....	30	" 1..	343	.....	Screw, Montreal and St. Johns, Que.
Trois Rivières .....	1,100	" 1..	1,552	.....	Paddle " St. Anne de Beaupré
St. Laurent .....	244	" 1..	546	.....	" " Berthier.
Armenia .....	Freight.	" 1..	467	.....	Screw, St. Lawrence River & great lakes
Lord Strathcona .....	15	" 1..	495	.....	Twin screw, Montreal and foreign ports.
Gaspésien .....	40	" 1..	490	.....	Screw, Montreal and Gaspé.
Contest .....	100	" 1..	274	.....	Paddle, Quebec and Gulf.
Frontenac .....	450	" 2..	304	.....	Twin screw " St. Romuald.
Quebec .....	750	" 3..	2,656	.....	Paddle " Montreal.
St. Lawrence .....	100	" 3..	432	.....	Screw " Natashquan.
		1904.			
Admiral .....	200	Sept. 25..	682	.....	Paddle, Dalhousie and Gaspé.
Canada .....	600	May 4..	1,768	.....	" Montreal and Quebec.
Champion .....	541	" 5..	482	.....	" Quebec and Berthier.
Orion .....		Not issued	846	.....	Screw, not in commission.
Virginia .....	600	May 6..	1,701	.....	Paddle, Montreal and Chicoutimi.
St. Croix .....	550	" 7..	506	.....	" Quebec and St. Croix.
Etoile .....	591	" 7..	560	.....	" " Montreal.
Saguenay .....	400	" 9..	992	.....	" Montreal and Chicoutimi.
Orleans .....	530	" 10..	269	.....	Screw, Quebec and Orleans island.
Maude .....	200	" 13..	269	.....	Paddle, Montreal and Ottawa.
Sorel .....	312	" 13..	158	.....	" " Beauharnois.
Salaberry .....	40	" 13..	222	.....	Screw " Valleyfield.
Ida .....	40	" 13..	247	.....	" " Ottawa.
Hall .....	50	" 13..	247	.....	" " "
May Flower .....	Regis'r not complete.				
Pontiac .....	40	May 16..	116	.....	Paddle, on Chats Lake.
G. B. Greene .....	600	" 17..	255	.....	" Aylmer and Deschenes lake.
Mansfield .....	15	" 18..	169	.....	Screw, Ottawa and Hull.
Victoria .....	300	" 18..	181	.....	" " Thurso.
Empress .....	800	" 18..	678	.....	Paddle " Grenville.
Agnes .....	40	" 19..	29	.....	Screw, Buckingham and High Rock.
Mildred .....	25	" 19..	15	.....	" not in commission.
Léon .....	15	" 19..	15	.....	" High Rock & Notre Dame du Laus
Leo .....	20	" 20..	2	.....	" Hawkesbury and Grenville.
Bonenfant .....	10	" 20..	22	.....	" Calumet and L'Original.
Bonito .....	10	" 20..	17	.....	" " "
Glide .....	40	" 20..	80	.....	" " Hawkesbury.
Laprairie .....	330	" 21..	600	.....	Paddle, Montreal and Laprairie.
Cultivateur .....	700	" 21..	362	.....	" " St. Helen's island
Duchess of York .....	700	" 21..	490	.....	" " Carillon.
Chateauguay .....	440	" 21..	222	.....	" " Beauharnois.
Sovereign .....	700	" 23..	636	.....	" " Carillon.
John .....	40	" 23..	34	.....	" Carillon and Point Fortune.
Garnet .....	150	" 23..	152	.....	" Montreal and Cornwall.
Longueuil .....	300	" 24..	379	.....	" " Longueuil.
Boucherville .....	600	" 24..	419	.....	" " Boucherville.
Robert McKay .....	150	" 24..	129	.....	Screw " harbour.
St. Peter .....	60	" 24..	44	.....	" " "
Courier .....	25	" 24..	12	.....	" " "
Aberdeen .....	150	" 24..	87	.....	" " "
Beaupré .....	800	" 25..	2,068	.....	Paddle " and Quebec.
Welshman .....	25	" 25..	156	.....	Screw " and Ottawa.

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—Quebec and Montreal Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Bohemian.....	350	May 25..	1,107		Paddle, Montreal and Prescott.
Ottawan.....	100	" 25..	311		Screw " and Ottawa.
Chaffey.....	40	" 26..	42		" Valleyfield and Lancaster.
Filgate.....	320	" 26..	425		Paddle, Montreal and Cornwall.
Scotsman.....	40	" 26..	265		Screw " Ottawa.
Belle.....	40	June 1..	82		" Quebec harbour.
Polino.....	20	" 8..	807		" Montreal and St. Johns, Nfld.
Spray.....	25	" 9..	107		" " Quebec.
Hosanna.....	40	" 9..	189		Not in commission.
M. E. Hacket.....	40	" 10..	78		Screw, Quebec harbour.
St. Louis.....	500	" 10..	428		Paddle " and Montreal.
Spray.....	15	" 18..	21		Screw " harbour.
Florida.....	40	" 20..	201		Twin screw, Quebec and Montreal.
Hamilton.....	375	" 20..	938		Paddle, Montreal and Toronto.
Algerian.....	400	" 6..	914		" Quebec and Hamilton.
Booth.....	40	" 22..	347		" on Lake Nipissing,
Sparrow.....	30	" 22..	38		Screw, Nipissing Lake and tributaries.
Van Woodland.....	90	" 22..	37		" " "
Queen.....	Unfit for passengers		15		" " "
Carmita.....	10	June 23..	9		" on Lake Nipissing.
Catherine C.....	10	" 24..	19		" Sturgeon Falls and river.
Ladas.....	Unfit for passengers		54		"
Empress.....	"	"	36		"
Fleur de Mai.....	10	June 24..	7		" " "
Dorothy.....	Unfit for passengers		10		"
Verva.....	40	June 25..	55		" Wahnapiatae lake.
Victoria.....	400	" 27..	188		Paddle, Pembroke and Les Joichairs.
Mahigama.....	10	" 27..	20		Screw " Fort William.
D. B. Mulligan.....	40	" 27..	77		" " Calumet island.
Marie Louise.....	10	" 28..	6		" Chamenigan and Alnaville.
Samson.....	40	" 29..	94		Twin screw, Grandes Piles and La Tuque
Dream.....	40	" 29..	28		" " "
Se. Maurice.....	40	" 29..	45		" " "
Bourgeois.....	40	" 30..	94		Paddle, Three Rivers and St. Grégoire.
Glacial.....	40	" 30..	109		Screw " St. Angel.

PHILIPPE DUCLOS,  
Hull Inspector.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere, for the Year ended  
June 30, 1904.

## QUEBEC AND MONTREAL DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Savoy .....	100	April 1..	348	27 84	Screw, Montreal and foreign ports.
King Edward.....	125	May 1..	355	.....	" " "
Stord .....	25	April 1..	648	51 84	" " "
Columbian .....	500	June 9..	884	.....	" " Toronto.
Carolina.....	600	" 9..	969	.....	Paddle " Chicoutimi.
Saphir.....	Freight.	July 1.	1,379	110 32	Screw " foreign ports.

PHILIPPE DUCLOS,  
*Hull Inspector.*



4-5 EDWARD VII., A. 1905

## STEAM Vessels Inspected for the year ended June 30, 1904.

## NOVA SCOTIA DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1904.				
Avon.....	100	May 14..	64·66	Screw, passenger, Avon river.
Parrsboro.....		" 14..	56·55	" tug, Minas basin.
Glencoe.....	40	June 7..	32·21	" pass., Annapolis basin.
Marina.....	75	" 6..	32·46	" " " "
Centreville.....		" 6..	59·71	" tug, coasting.
Alexandra.....		" 28..	33·67	" yacht, Halifax harbour.
Olive.....	40	July 24..	35·49	" pass., " " "
Highland Mary.....		" 25..	73·73	" lighter, " " "
Robbie Burns.....		" 25..	88·95	" " " " "
Iona.....	23	" 28..	54·27	" pass., Sydney and Bras d'Or.
Hygeia.....	190	" 28..	57·69	" " Sydney Harbour.
Marion.....	400	" 28..	478·49	Paddle, " Sydney and Bras d'Or.
Alameda.....	40	" 29..	62·59	Screw, pass., Ulira river.
Marietta.....		" 29..	7·04	" tug, " " "
Vesta.....		" 29..	9·21	" " " " "
Eleanor M. Cates.....	40	" 30..	58·81	" pass., Louisburg and Sydney.
Vega.....	90	" 31..	132·22	" " Mulgrave and Sydney.
Malcolm Cann.....	100	" 31..	211·81	" " coasting.
Shannon.....		" 31..	75·11	" tug, " " "
Help.....		Aug. 4..	146·14	" freight, " " "
Ulala.....		" 7..	13·70	" yacht, " " "
Commodore.....	30	July 8..	12·84	" pass., Halifax harbour.
Oneita.....		Aug. 10..	14·96	" fishing, coasting.
Strathcona.....	100	" 11..	284·09	" pass., " " "
Markland.....	50	" 24..	21·92	" " Weymouth and Sandy cove.
Westport.....	125	" 25..	140·01	" " coasting.
Juno.....	40	" 25..	9·29	" " Yarmouth harbour.
Tourist.....	30	" 25..	4·42	" " " " "
Boston.....	550	" 25..	1,694·50	" " foreign.
Yuba.....	25	" 19..	12·04	" " Barrington harbour.
Liberty.....		" 29..	96·21	" freight, coasting.
Bessie and Harry.....		" 15..	22·49	" water boat, Halifax harbour.
Collector.....		Sept. 2..	52·02	" lighter, " " "
Susie.....		May 14..	26·83	" tug, coasting.
Clare.....		Sept. 9..	88·02	" freight, " " "
L. Boyer.....		July 4..	60·00	" tug, " " "
Henry Hover.....		Sept. 2..	54·64	" " " " "
Anticosti.....		" 3..	19·00	" fishing, " " "
Salvor.....		" 17..	44·93	" lighter, Halifax harbour.
Havana.....		" 18..	470·98	" freight, coasting.
Wasis.....		" 21..	480·47	" " " " "
Star.....	15	July 18..	6·07	" pass., Wallace harbour.
Lunenburg.....	200	Sept. 22..	265·55	" " coasting.
Yarmouth.....	450	Dec. 18..	1,451·92	" " foreign.
Ralph E. S.....		Oct. 10..	27·82	" fishing, coasting.
Gambinus.....		April 1..	28·36	" lighter, Halifax harbour.
Annie.....		Oct. 21..	42·12	" water boat, " " "
Bridgewater.....	225	" 22..	207·80	" pass., coasting.
Wilfrid C.....	60	" 28..	99·26	" " " " "
Halifax.....	240	Dec. 8..	338·42	Paddle, " Halifax harbour.
Aid.....		July 17..	98·55	Screw, freight, coasting.
Water Witch.....		Dec. 30..	90·38	" water boat, Halifax harbour.
La Have.....		Nov. 13..	49·27	" tug, coasting.
1905.				
Coastguard.....		Feb. 2..	72·23	" freight, coasting.
Harbinger.....		" 4..	108·56	" " " " "
Messenger.....		" 4..	111·53	" " " " "
Harlaw.....	60	Mar. 16..	451·36	" pass., " " "
Louisburg.....		April 17..	1,815·60	" freight, foreign.
Pekin.....		Mar. 28..	84·91	" " coasting.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—Nova Scotia Division—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
		1905.		
Florence C.		Mar. 28.	38.98	Screw, fishing, coasting
Victor.		" 29.	26.86	" " "
J. L. Nelson	20	" 29.	37.84	" pass., "
Cacouna.		" 31.	1,450.78	" freight, foreign.
Bonavista	50	April 4.	1,303.33	" pass., "
Olive.	40	" 4.	35.49	" " Halifax harbour.
Anita.		" 4.	26.50	" freight, coasting.
Loretta.	10	" 6.	12.02	" pass., Halifax harbour.
Yankee.		" 6.	7.31	" fishing, coasting.
La Tour.	60	" 7.	154.43	" pass., "
Wanda.		" 7.	38.48	" tug, "
Edna R.		" 7.	49.66	" " "
Gertrude M.	35	" 7.	47.58	" pass., "
Mabel K.		" 1.	15.20	" fishing, "
Pioneer.		" 16.	15.27	" " "
Halifax.	500	" 20.	1,878.88	" pass., foreign.
Dartmouth.	435	" 19.	311.23	Paddle, " Halifax harbour.
Helen May Butler		" 19.	66.98	Screw, freight, coasting.
Lunenburg.	200	" 20.	265.55	" pass., "
A. C. Whitney.		" 21.	62.67	" tug, "
City of Ghent.	60	" 17.	198.64	" pass., "
Douglas H. Thomas.	18	" 26.	211.91	" " "
Mary Jane.		" 26.	25.86	" fishing, "
Goliah.	17	" 29.	146.83	" pass., "
Acadia.	172	" 29.	74.21	" " "
Amphitrite.		" 30.	149.45	" freight, "
Marion.	40	May 2.	10.30	" pass., Pictou harbour.
Arcadia.	35	" 3.	61.64	" " coasting.
May Queen.	25	" 3.	35.92	" " Pictou harbour.
Arbutus.	40	" 3.	46.76	" " Minor waters, P.E.I.
W. M. Weatherspoon.		" 3.	59.29	" tug, coasting.
F. W. Roebing.	35	" 4.	161.98	" pass., "
Elsie.		April 10.	22.14	" tug, "
Granville.	200	" 12.	133.74	" pass., "
Percy Cann.	140	" 11.	80.06	" " "
Dolphin.		" 12.	8.07	" fishing, "
Nereid.		" 13.	12.24	" " "
Coban.	20	" 17.	1,063.30	" pass., foreign.
Cape Breton.		May 24.	1,764.19	" freight, "
Fairy.		" 25.	16.06	" water boat, Sydney harbour.
Hygeia.	190	" 25.	57.69	" pass., "
Marion.	400	" 25.	478.49	Paddle, pass., Sydney and Mulgrave.
Nelson.	100	" 25.	64.34	Screw, " " harbour.
Iona.	23	" 25.	54.27	" " " and Bras d'Or.
Weymouth.	100	" 24.	153.93	" " " and Coastwise.
Peerless.	300	" 25.	94.27	" " " harbour.
Sea Bird.		" 26.	41.28	" freight, coastwise.
Gladiator.		" 26.	70.40	" tug, "
Pawnee.	450	" 25.	106.80	" pass., Sydney and Bras d'Or.
Zaidee.		" 26.	18.63	" water boat, Sydney harbour.
Volunda.		" 26.	29.80	" yacht, Sydney harbour.
Blue Hill.	140	" 27.	195.83	" pass., Bras d'Or Lakes.
John L. Cann.	125	" 27.	165.55	" " Mulgrave and coastwise.
Fred L. M. Paint.	80	" 27.	88.18	" " Straits of Canso.
Mikado.	17	" 12.	43.94	" " Halifax harbour.
Boston.	550	June 6.	1,694.50	" " foreign.
Yuba.	25	" 8.	12.04	" " Barrington harbour.
Carrie.	40	" 8.	14.83	" " " "
Tourist.	35	" 9.	4.42	" " Shelburne "
Dawson.		" 9.	37.25	" fishing, coastwise.
Trusty.	150	" 11.	57.60	" pass., Bridgewater and shore.
Mascotte.	40	" 11.	35.40	" " Lunenburg and south.
Maggie.	40	" 11.	19.26	" " Chester and Mahone.

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—Nova Scotia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
		1905.		
Chester.....		" 14..	79·50	Screw, tug, coastwise.
Parrsboro.....		" 14..	56·55	" " "
Avon.....	100	" 14..	64·66	" pass., Avon river.
Evangeline.....	150	" 14..	69·18	" " Windsor and Bay of Fundy.
Falmouth.....		" 14..	43·03	" tug, Avon river.
Millie K.....		" 14..	19·85	" " "
Glencoe.....	40	" 15..	32·21	" pass., Annapolis river.
Marina.....	75	" 15..	32·46	" " " basin.
Centreville.....		" 16..	59·71	" freight, coastwise.
Ida Lue.....	68	" 16..	44·51	" pass., Weymouth and Sandy cove.
Alice Maud.....		" 16..	44·84	" tug, coastwise.
Markland.....	40	" 17..	21·92	" pass., Yarmouth harbour.
Island Gem.....	40	" 17..	15·62	" " " "
Pastime.....	175	" 20..	67·71	" " Halifax harbour.
Richard.....		May 5..	465·60	" freight, coastwise.
Total.....			25,527·56	

J. P. ESDAILE,

*Steamboat Inspector, Halifax, N.S.*



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but registered elsewhere, for the Year ended  
June 30, 1904.

## NOVA SCOTIA DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and In- spection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Dalholme.....	70	July 23..	2,469·74	205 60	Screw, passenger, foreign.
Rosalind.....	150	June 23..	2,567·70	213 44	" " "
Chebucto.....	400	July 25..	578·48	54 24	" " ferry.
Orinoco.....	140	Aug. 8..	2,486·49	206 88	" " foreign.
Prince Edward.....	600	Oct. 2..	1,413·74	121 12	" " "
Beta.....	75	Sept. 10..	1,086·67	94 96	" " "
Pro Patria.....	60	Aug. 14..	759·01	68 72	" " "
Ocanio.....	75	" 22..	1,826 54	154 16	" " "
Oruro.....	150	Sept. 15..	1,919·07	161 52	" " "
		1905.			
Britannic.....		Mar. 1..	2,302·45	184 16	" freight, "
Amelia.....	230	April 6..	356·58	28 56	" pass., "
Chebucto.....	400	May 9..	578·48	46 24	" " ferry.
Prince George.....	600	" 12..	2,040·14	163 20	" " foreign.
Prince Arthur.....	600	" 12..	2,041·44	163 28	" " "
Prince Rupert.....	850	" 12..	1,158·44	92 64	Paddle, " coasting.
Silvia.....	136	April 21..	1,707·70	136 64	Screw, " foreign.
Bruce.....	300	May 24..	1,154·59	92 40	" " "
A'ert.....		" 24..	105·39	8 40	" freight, coasting,
C. M. Winch.....		" 25..	87·72	7 04	" tug, "
Viking.....	100	June 1..	435·87	34 88	" pass., foreign.
Olivette.....	450	" 13..	1,678·17	134 24	" " "
Rosalind.....	150	" 18..	2,567·70	205 44	" " "
Total.....			29,322·11	2,577 76	

J. P. ESDAILE,  
Steamboat Inspector, Halifax, N.S.

4-5 EDWARD VII., A. 1905

STEAM Vessels not Inspected for the Year ended June 30, 1904.

## NOVA SCOTIA DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	REMARKS.
			Why not Inspected and Class of Vessel.
Gem.....	4' 69	2' 12	Laid up, fishing boat.
Jessie Grey.....	76' 01	47' 93	" lighter.
Victor.....	9' 62	6' 41	" tug.
Dolphin.....	12' 78	8' 69	" "
Lenore.....	15' 23	5' 43	" fishing.
J. B. Hamblin.....	31' 71	21' 56	" tug and passenger.
Rescue.....	124' 09	84' 92	" wrecking tug.
Flash.....	7' 79	5' 30	Not yet inspected, passenger.
Diamond.....	22' 65	15' 41	Laid up, tug.
Merrimac.....	85' 80	26' 13	Not yet inspected, tug and passenger.
Vulcan.....	18' 40	12' 52	Laid up repairing boiler, tug.
Meadow Flower.....	6' 56	4' 46	" " water boat.
Gipsy.....	16' 70	11' 37	" " tug.
Bruce.....	55' 70	37' 88	" lighter.
Albatros.....	31' 38	18' 25	" yacht.
Freddie V.....	26' 69	12' 54	" new boiler, tug.
Petrel.....	6' 36	4' 31	" passenger.
Alida.....	64' 18	29' 52	" tug.
St. Michael.....	39' 20	26' 66	" " new boiler.
Lady Glover.....	137' 51	93' 51	" freight and passenger.
Albion.....	9' 14	6' 22	Not yet inspected, tug.
Total.....	802' 19	481' 14	

J. P. ESDAILE,

Steamboat Inspector, Halifax, N.S.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the year ended June 30, 1904.

## NOVA SCOTIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessels and where employed.
1904.				
Avon .....	100	May 11..	64.66	Screw, pass., Avon River and Parrsboro'.
Glencoe .....	40	June 6..	32.21	" " Annapolis and Granville ferry.
Marina .....	75	" 6..	32.46	" " Digby Basin and Annapolis river.
Olive .....	40	July 25..	35.49	" " Bedford and Chebucto Head.
Iona .....	23	" 28..	54.27	Tug " Sydney Harb. and Grand lake, C. B.
Marion .....	400	" 28..	478.49	" " paddle, Sydney and Mulgrave.
Hygeia .....	190	" 28..	57.69	Screw, ferry, Sydney and N. Sydney.
Alameda .....	40	" 29..	42.86	" excursion, Mira River.
Eleanor M. Cates..	27	" 30..	58.81	" tug, pass., Louisburg and coast.
Vega .....	90	" 30..	132.22	" pass., frt., Strait of Canso and C. B. lakes.
Malcolm Cann..	100	" 31..	211.81	" " " Yarmouth and coast.
Commodore .....	30	Aug. 11..	12.84	" " " McNab's Island and Bedford.
Strathcona..	100	" 11..	284.09	" " " Halifax coast.
Yuba .....	25	" 19..	12.04	" " " Barrington passage.
Juno .....	40	" 21..	9.29	" ferry, Yarmouth and Bay View.
Westport III..	125	" 26..	140.01	" pass., freight, Yarmouth and coast.
Havana .....	"	Sept. 21..	470.98	" freight, Canadian and foreign.
Star .....	15	" 23..	6.07	" ferry, Wallace and West Wallace.
Lunenburg .....	200	" 24..	265.55	" pass., freight, Halifax and coast.
Wasis .....	"	" 26..	480.47	" freight, Canadian and foreign.
Bridgewater .....	225	Oct. 27..	207.78	" pass., freight, Halifax and coast.
Wilfred C. ....	60	" 28..	99.26	" " Halifax and coast.
Boston .....	550	June 23..	1,694.50	" " tug, Yarmouth and foreign.
Goliah .....	17	Nov. 11..	146.83	" " " Halifax and coast.
Halifax .....	250	Dec. 8..	338.42	Paddle, ferry, Halifax harbour.
Yarmouth .....	450	" 24..	1,451.92	Screw, pass., freight, Canadian and foreign.
Mulgrave .....	275	" 30..	484.81	" " Strait of Canso.
1905.				
Gertrude M. ....	35	April 7..	47.58	" " freight, Yarmouth coast.
La Tour .....	60	" 7..	154.43	" " " "
Cacouna .....	"	Mar. 31..	1,450.78	" freight, Canadian and foreign.
Olive .....	40	April 4..	35.49	" pass., Bedford and Chebucto Head.
1904.				
A. C. Whitney..	100	July 11..	62.67	" " Halifax harbour.
1905.				
Bonavista .....	50	April 4..	1,306.33	" " freight, Canadian and foreign.
Halifax .....	500	" 18..	1,874.84	" " " "
Dartmouth .....	435	" 19..	311.23	Ferry, paddle, Halifax harbour.
J. L. Nelson .....	20	Mar. 29..	37.84	Screw, pass., freight, Halifax and coast.
Harlaw .....	60	" 16..	451.36	" " " "
Lunenburg .....	175	April 20..	205.55	" " " "
Douglas H. Thomas.	18	" 26..	211.91	" " tug " "
City of Ghent .....	60	" 17..	198.64	" " " "
Goliah .....	17	" 30..	146.83	" " " "
Arcadia .....	37	May 3..	61.64	" " Pictou and coast.
Marion .....	37	" 3..	10.30	" ferry " harbour.
May Queen .....	25	" 3..	35.92	" tug, pass., Pictou harbour.
Arbutus .....	40	" 3..	46.76	" pass., minor waters of Nova Scotia.
F. W. Robling .....	35	" 5..	161.97	" " tug, Halifax and coast.
Loretta .....	10	" 6..	12.02	" " Halifax Harbour and adjacent ports.
Percy Cann .....	140	" 11..	80.06	" " Yarmouth and coast.
Granville .....	200	" 13..	133.74	" " frt., Bridgetown & coast B. of Fundy.
Coban .....	20	April 17..	1,063.30	" " " Canadian and foreign.
Cape Breton .....	"	May 25..	1,764.19	" freight " "
Nelson .....	70	" 25..	64.34	" " pass., B. d'Or lakes & St. of Canso.
Marion .....	400	" 25..	478.49	Paddle, tug, pass., Sydney and Mulgrave.
Hygeia .....	190	" 25..	57.69	Screw, ferry, Sydney and North Sydney.
Iona .....	23	" 25..	54.27	Tug, pass., Sydney Harbour & Grand lakes, C. B.



4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—Nova Scotia Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessels and where employed.
1904.				
Weymouth .....	100	May 26..	153·93	Screw, pass., freight, Sydney and coast.
Pawnee .....	450	" 26..	106·80	" " " " Bras d'Or lakes.
Peerless .....	300	" 26..	94·27	" " " " harbour.
Blue Hill .....	140	" 27..	195·85	" " " " Grand lakes.
John L. Cann .....	125	" 28..	165·55	" " " " Mulgrave and coast.
Fred. L. M. Paint ..	80	" 28..	88·15	" " " " Pt. Hawkes'b'y & St. of Canso.
Louisburg .....		April 17..	1,815·60	" freight, Canadian and foreign.
Mikado .....	17	May 12..	43·94	" " pass., Woodside and Richmond.
Messenger .....	160	Feb. 4..	126·73	" excursion, tug, Yarmouth.
Boston .....	550	June 6..	1,694·50	" pass., freight, Yarmouth and foreign.
1904.				
Yuba .....	25	Sept. 8..	12·04	" " " " Barrington passage.
Carrie .....	40	" 8..	14·83	" " " " Chester and Mahone bay.
1905.				
Tourist .....	35	June 9..	4·42	" " " " Yarmouth harbour.
Trusty .....	150	" 11..	57·60	" " " " Bridgewater and shore ports.
Maggie .....	40	" 11..	19·26	" " " " tug, Lunenburg and south shore.
Mascott .....	40	" 11..	35·40	" " " " Lunenburg and shore ports.
Avon .....	100	" 14..	64·66	" " " " Avon River and Parrsboro'.
Evangeline .....	150	" 14..	69·18	" excursion and freight, Avon river.
Glencoe .....	40	" 15..	32·21	" pass., Annapolis and Granville ferry.
Marina .....	75	" 15..	32·46	" " " " Digby Basin and Annapolis river.
Ida Lue .....	68	" 16..	44·51	" " " " tug, Weymouth and coast.
Markland .....	40	" 16..	21·92	" " " " freight, St. Mary's bay.
Island Gem .....	40	" 16..	15·62	" " " " Yarmouth Harbour.
Juno .....	40	" 17..	9·29	" excursion, Yarmouth and Bay View.
Pastime .....	175	" 29..	67·71	" " " " Halifax harbour.
Richard .....		" 30..	465·60	" freight, Halifax and coast.

S. R. HILL,

*Inspector of Hulls and Equipment.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada, but Registered elsewhere, for the year ended  
June 30, 1904.

## NOVA SCOTIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessels and where employed.
		1904.		\$ cts.	
Chebucto.....	400	July 25..	578·68	54 24	Twin screw, ferry, Halifax & Dartmouth.
Orinoco.....	144	Aug. 6..	2,486·49	206 88	Screw, pass., frt., Canadian and foreign.
Pro Patria.....	60	" 14..	759·01	68 72	" " " "
Ocamo.....	75	" 17..	1,826·54	154 16	" " " "
Prince Edward.....	400	" 24..	1,113·74	121 12	" " " "
Dahome.....	70	Sept. 4..	2,469·74	205 60	" " " "
Beta.....	75	" 10..	1,086·67	94 96	" " " "
Oruro.....	150	" 17..	1,919·07	161 52	" " " "
		1905.			
Amelia.....	230	April 6..	356·54	28 56	" " " Halifax and coast.
Sylvia.....	136	" 21..	1,707·70	136 74	" " " Canadian and foreign.
Chebucto.....	400	May 9..	578·48	46 24	Twin screw, ferry, Halifax & Dartmouth.
Prince Arthur.....	600	" 12..	2,041·14	163 28	Screw, pass., frt., Canadian and foreign.
Prince George.....	600	" 12..	2,040·14	163 20	" " " "
Prince Rupert.....	850	" 12..	1,158·44	92 64	" " " Yarmouth and coast.
Bruce.....	300	" 24..	1,154·69	91 40	" " " Canadian and foreign.
Viking.....	100	June 1..	435·87	34 88	" " " "
Olivette.....	450	" 13..	1,678·19	134 24	" " " "
Rosalind.....	150	" 18..	2,567·70	205 44	" " " "

S. R. HILL,

*Inspector of Hulls and Equipment.*

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected for the year ended June 30, 1904.  
 NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.  
 BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1904.					
Edith .....		July 2..	21.55		Screw, Miramichi river.
Arthur .....		" 2..	4.99		" yacht, Miramichi river.
Mascott .....		" 2..	70.50		" tug, " "
Premier .....		" 2..	8.70		" " " "
Sarscella .....		" 2..	21.86		" " " "
Wm. M. ....		" 2..	29.11		" " " "
Alexandra ....	397	" 2..	200.72		" pass. " "
Bridgetown ..		" 2..	14.63		" tug, " "
Eva .....		" 2..	18.01		" " " "
Mary Odell ..	70	" 2..	28.92		" " and pass. " "
St. Isidore ..		" 2..	141.75		Paddle tug, " "
St. Andrew ..		" 2..	76.64		Screw, " " "
St. George ..	200	" 3..	277.78		Paddle, " and pass. " "
Sybella H. ....	40	" 3..	70.68		" ferry Chatham to Moorfield.
Miramichi ..	200	" 3..	75.18		Screw, pass., Miramichi river.
St. Kilda .....		" 3..	55.64		Paddle, " " "
Wenonah .....		" 3..	9.02		Screw, yacht, " "
Lady Dufferin ..	40	" 4..	47.48		Paddle, ferry, NewcastleChathamhead.
Rustler .....	200	" 4..	101.54		" tug and pass., Miramichi riv.
St. Nicholas ..	100	" 4..	62.20		Screw, tug and pass., Miramichi riv.
Laura .....		" 4..	13.55		" " Miramichi river.
Irene .....		" 4..	10.29		" " " "
David Ritchie ..		" 4..	25.27		" " " "
Jubilee .....		" 4..	16.52		" " " "
Loyalist .....		" 4..	17.57		Paddle, " " "
Zulu .....		" 4..	17.60		" " " "
Bessie .....		" 4..	5.18		Screw, fish boat, Mir. riv. and bay.
Victor .....		" 6..	45.51		Paddle, tug, Restigouche river.
Squirrel .....		" 6..	13.11		Screw, " " "
Florence .....	25	" 6..	19.33		" pass. " " "
Atlas .....		" 6..	15.79		" tug " " "
Quangondy .....	383	Aug. 5..	294.75		Paddle, ferry, St. John harbour.
Borriboola Gha ..		July 6..	95.77		" tug, Restigouche river.
Nyanza .....	100	" 7..	83.21		Screw, tug and pass., Bathurst har.
St. Lawrence ..		" 7..	50.82		" " coasting.
Kathleen .....		Aug. 14..	6.01		" yacht, St. John river.
Flushing .....	212	" 13..	177.65		" tug and pass., St. John river.
Beatrice E. Waring ..	600	" 14..	592.59		Stern wheel, St. John riv. and trib.
Viking .....	150	" 17..	127.70		Screw, pass., St. Croix riv. and bay.
Bessie Ardella ..		" 17..	17.42		" tug and fish boat, coasting.
Mildred .....		Aug. 21..	40.11		" " St. John riv. and har.
Scionda .....		June 20..	77.60		" yacht, " " " coasting.
Marguerite .....		not issued.	19.66		" pass., " " "
Lord Roberts ..		Aug. 22..	55.98		" tug, " " "
Waring .....		" 22..	28.74		" " " "
Dingo .....	40	Sept. 4..	70.13		" " & pass., St. John riv. & bay.
E. Ross .....	40	" 21..	29.63		" ferry St. John to Lancaster,
Aurora .....	200	Oct. 2..	364.24		" pass. " and Grand Manan.
Springhill .....	100	Sept. 22..	189.05		" tug and pass., coasting.
Kingsville .....		Oct. 20..	36.59		" " St. John river and bay.
Amanda Green ..		" 20..	19.63		" " " " "
Aberdeen .....	393	" 21..	243.86		Stern wheel, " " "
Western Extension ..	427	" 22..	424.89		Paddle, ferry " " " Lancas.
Westport .....	32	Nov. 19..	80.09		Screw, pass., coasting.
Senlac .....	300	Sept. 8..	1,010.74		" " " "
1905.					
Maggie M. ....		Feb. 25..	65.78		" tug, St. John river and bay.
Leader .....		Mar. 23..	29.32		" " " " "
Hercules .....		" 19..	87.11		" " " " "
Wm. H. Murray ..		" 14..	74.89		" " " " "
Captain .....		" 15..	68.43		" " " " "



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the year ended June 30, 1904—*Continued.*NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION—*Continued*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class or Vessel and where employed.
1904.					
Springfield.....	254	Mar. 23..	232 73		Stern wheel, pass. St. John river.
May Queen.....	420	April 2..	539 40		Paddle, pass. " "
Majestic.....	400	" 2..	274 63		Screw, pass, " "
Nereid.....		" 6..	30 03		" tug, " "
Joseph.....		" 18..	53 75		" " " "
Sea King.....		" 8..	128 63		" " " "
Serena E. ....	40	Mar. 31..	24 94		" " and pass., " "
Admiral.....		April 7..	158 20		Paddle, tug, " "
S. K. King.....		" 13..	45 48		Screw, tug, " "
Beatrice E. Waring..	600	" 11..	592 59		Stern wheel, pass. " "
Princess.....	350	Mar. 28..	541 79		Screw, pass., P.E.I., N.B. and N.S.
Northumberland.....	350	" 28..	1,255 46		T. " " " "
City of London.....	250	" 28..	515 77		" " Charlottetown & coasting
Winnie.....		April 2..	12 46		" tug, St. John river.
Bismark.....		" 13..	49 04		Paddle tug. " "
Hope.....		" 19..	305 77		" " " "
Crystal Stream.....	293	" 6..	482 05		" pass. " "
Lilly Glasier.....		" 7..	209 31		" tug, " "
Hero.....		" 7..	127 63		" " " "
Helen Glasier.....		" 7..	12 00		Screw, tug., " "
Fred Glasier.....		" 6..	10 39		" " " "
Champion.....		" 8..	190 14		Paddle, " " "
Quiddy.....		" 8..	30 59		" " " "
Clayton.....		" 13..	42 62		Screw, " " "
Victoria.....	885	" 18..	1,001 93		Paddle, pass. " "
Wee Laddie.....		" 19..	16 60		Screw, tug, " "
Martello.....		" 18..	33 65		" " " "
Fannie.....		" 18..	33 44		" " " "
Maggie Miller.....	146	" 22..	104 66		Paddle, ferry, Millidgeville to Milkish
Clifton.....	200	" 20..	138 21		Stern wheel, pass. St. John river.
Clymene.....		" 30..	10 39		Screw, yacht, " "
Bessie Ardella.....	40	May 2..	17 42		" pass., Eastport to St. Stephen.
T. A. Stewart.....		" 7..	35 94		" tug, St. Peters bay, P.E.I.
Electra.....	40	" 9..	106 96		" pas., Mont'gu, Pictou & Ch'tn.
Montague.....	75	" 9..	129 55		Paddle, ferry, Georgetown to Mont'gu
Elfin.....	70	" 10..	122 42		" " Charlottetown har.
Wm. Aitken.....	25	" 10..	74 87		Screw, tug, pass., coasting.
Fred M. Batt.....	30	" 10..	59 90		" " " "
W. F. McRae.....		" 11..	45 73		" " Charlottetown & coasting
R. R. Call.....		" 13..	23 16		Paddle, ferry, Miramichi river.
St. Isidore.....		" 13..	141 75		" tug, coasting.
James Holly.....		" 19..	31 21		Screw, tug, St. John river.
J. D. Hunter.....		" 19..	67 97		" " " " & coasting.
Killkeel.....		not issued.	252 27		" frt. boat " " to N.S.
Hanstead.....	150	May 25..	234 52		" pass. " "
Beaver.....	20	" 26..	84 73		" " " "
Hudson.....		" 27..	33 59		" yacht, coasting.
Ida.....		June 1..	3 66		" " St. John river.
Fanchon.....	40	" 1..	110 61		Paddle, tug and pas., St. John river.
Eva Johnson.....		" 1..	15 77		Screw, tug, St. John river.
Annie Currier.....		" 1..	10 56		" " " "
Carrie Knight.....		not issued.	5 88		" " " "
Ernest.....		June 1..	12 58		" " " "
Randolph.....		" 1..	8 71		T. " " " "
Latona.....		" 1..	22 68		" yacht " "
Peri.....		" 1..	11 77		" tug " "
Lord Kitchener.....	176	" 2..	161 24		" " & pass. St. John r. & coast'g. I
Lillie.....	65	" 4..	71 64		" " " " " "

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—New Brunswick and P. E. Island Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and In- spection Fees Paid.	Class of Vessel and where employed.
				\$ cts.	
Tangent.....		June 7..	35.74	.....	T. " tug and pass., St. John river.
Brunswick.....	40	" 7..	184.27	.....	" pass., " " & coastwise.
Frederick A.....		" 5..	31.11	.....	" tug, coasting.
Nautilus.....		" 20..	26.58	.....	" yacht, St. Croix river.
Neptune.....	40	" 22..	71.15	.....	" tug and pass., St. John river.
Scionda.....		" 26..	77.60	.....	" yacht, St. John R. & coasting.
Zuleika.....		" 30..	15.87	.....	" " " " "
Total.....			15,532.73		

C. E. DALTON,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere for the year ended  
June 30, 1904.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Cl
1904.					
Calvin Austin.....	980	July 19..	3,826·25	414 08	Screw, pass., St. John to Boston.
Campobello.....	100	Aug. 18..	39·81	8 12	" ferry, Eastport to Lubec.
Eastport.....	146	" 18..	64·29	10 12	" " " "
Lubec.....	125	" 18..	50·94	9 08	" " " "
Henry F. Eaton.....	300	" 19..	240·04	27 20	" pass., Calais to Eastport.
St. Croix.....	500	Dec. 10..	1,993·58	167 52	" " St. John to Boston.
1905.					
Elaine.....	500	Mar. 21..	272·08	29 76	" " " river.
Penobscot.....	600	June 11..	1,414·02	113 12	Paddle, " " to Boston.
Calvin Austin.....	980	" 11..	3,826·25	306 08	Screw, " " "
			11,727·26	985 08	

C. E. DALTON,  
*Steamboat Inspector.*

STEAM Vessels not inspected for the year ended June 30, 1904.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Alice.....	15·77	10·72	Screw, tug, not applied for.
Comet.....	20·85	13·51	Paddle, " " " "
Gracia Bell.....	10·52	7·16	Screw, pleasure yacht laid up.
Nelson.....	32·80	17·02	" tug, out of district.
Powerful.....	29·34	18·49	Paddle, " not applied for.
Beryl Essie.....	23·83	16·93	Screw, " " " "
Nellie H.....	7·52	5·72	" " out of district.
Yacuna.....	9·52	6·47	" " and frt boat not applied for.
Wenola.....	25·10	17·10	" " not applied for.
Storm King.....	107·87	73·30	" " and pass., out of district.
Total.....	283·12	186·42	

C. E. DALTON,  
*Steamboat Inspector.*



4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected for the year ended June 30, 1904.  
NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.  
HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Alexandra.... { Coast. River.	120 } 397 }	July 2..	200.72	.....	Screw, pass., Miramichi river.
St. George.....	200	" 2..	277.78	.....	Paddle, " " "
Miramichi.... { Bay River.	100 } 200 }	" 3..	75.18	.....	Screw, " " "
St. Nicholas.....	100	" 3..	62.20	.....	" " " "
Sybella H.....	40	" 3..	70.68	.....	Paddle, ferry, " " "
Lady Dufferin.....	40	" 4..	47.48	.....	" " " "
Rustler.....	200	" 4..	101.54	.....	" pass., " " "
Mary Odell.....	70	" 2..	28.92	.....	Screw, " " "
Scow No. 6.....	200	" 4..	114.00	.....	In tow, " " "
Florence.....	25	" 6..	19.33	.....	Screw, " Restigouche river.
Nyanza.....	100	" 7..	83.21	.....	" " Bathurst harbour.
Beatrice E. Waring...	600	Aug. 14..	592.59	.....	Stern wheel, pass., St. John river.
Flushing.....	212	" 13..	177.65	.....	Screw, pass., St. John riv. & coasting.
Ouangondy.....	383	" 5..	294.75	.....	Paddle, ferry, St. John harbour.
Vivian C. (Barge)...	125	" 11..	58.00	.....	In tow, St. John river.
Viking.....	150	" 17..	127.70	.....	Screw, pass., Passamaquoddy bay.
Marguerite.....	35	Not issued	19.66	.....	" " St. John river.
Dirigo.....	40	Sept. 4..	70.13	.....	" " " "
Springhill { Bay Miras B.	60 } 100 }	" 22..	189.05	.....	" " Minas Basin & coasting.
Aurora.....	200	Oct. 2..	364.24	.....	" " St. John & Grand Manan
Aberdeen.....	393	" 21..	243.86	.....	Stern wheel, pass., St. John river.
Westport.....	32	Nov. 19..	80.07	.....	Screw, pass., coasting.
Western Extension...	427	Oct. 22..	424.89	.....	Paddle, ferry, St. John harbour.
Senlac.....	300	Sept. 8..	1,010.74	.....	Screw, pass., " & coasting.
		1905.			
Northumberland.....	350	Mar. 28..	1,255.46	.....	T. screw, pass., Northld. straits.
Princess.....	350	" 28..	541.79	.....	" " " "
City of London.....	250	" 28..	515.77	.....	" " " "
Springfield.....	265	" 28..	232.73	.....	Stern wheel, pass., St. John river.
Majestic.....	400	April 2..	274.63	.....	Screw, " " "
Crystal Stream.....	493	" 6..	482.05	.....	Paddle, " " "
Victoria.....	885	" 18..	1,001.93	.....	" " " "
May Queen.....	420	" 2..	593.40	.....	" " " "
Beatrice E. Waring...	600	" 11..	592.59	.....	Stern wheel, St. John river.
Clifton.....	200	" 20..	138.21	.....	" " " "
Maggie Miller.....	150	" 22..	104.66	.....	Paddle, ferry, " " "
Serena E.....	40	Mar. 31..	24.94	.....	Screw, pass., " " "
Bessie Ardella.....	40	May 2..	17.42	.....	" " Passamaquoddy bay.
Montague.....	75	" 9..	129.55	.....	Paddle, ferry, Georgetown harbour.
Electra.....	40	" 9..	106.96	.....	Screw, pass., coasting.
Elfin.....	70	" 10..	122.42	.....	Paddle, ferry, Charlstownh arbour.
Wm. Aitken.....	25	" 10..	74.87	.....	Screw, pass., " " "
Fred M. Batt.....	30	" 10..	59.90	.....	" " " "
Acadia.....	172	April 29..	74.21	.....	" " Chaltown H. & coasting.
Beaver.....	20	May 26..	84.73	.....	" " St. John & Moncton.
Hampstead.....	150	" 25..	234.52	.....	" " river.
Fanchon.....	40	June 1..	110.61	.....	Paddle, " " "
Lord Kitchener { Coast. I. W.	40 } 200 }	" 3..	161.24	.....	Screw, " " & coasting.
Lillie..... { Coast. River.	30 } 65 }	" 4..	71.64	.....	" " " "
Brunswick { B. of Fundy Minas riv.	40 } 350 }	" 7..	180.27	.....	" " " "
Neptune { Special ferry Ordinary...	100 } 40 }	" 22..	71.15	.....	" " " & Bay of Fundy.
La Tour (Barge).....	40	" 22..	13.00	.....	In tow, St. John river.
E. Ross.....	40	Sept. 21..	29.63	.....	Screw, ferry, St. John river.

I. J. OLIVE, *Hull Inspector, &c.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but registered elsewhere, for the year ended  
June 30, 1904.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and In- spection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Calvin Austin.....	980	July 18..	3,826·25	314 08	Screw, pass., St. John & Boston.
Lubec.....	125	Aug. 18..	50·94	9 08	" " Passamaquoddy bay.
Campobello.....	100	" 18..	39·81	8 12	" " " "
Eastport.....	146	" 18..	64·29	10 12	" " " "
Henry F. Eaton .....	300	" 19..	240·04	27 20	" " " "
St. Croix.....	500	Dec. 10..	1,993·58	167 52	" " St. John & Boston.
		1905.			
Elaine.....	500	Mar. 21..	272·08	29 76	" " St. John river.
Penobscot .....	600	June 11..	1,414·02	113 12	Paddle, " " & Boston.
Calvin Austin.....	980	" 11..	3,826·25	306 08	Screw, " " "

I. J. OLIVE,  
*Hull Inspector, &c.*

4-5 EDWARD VII., A. 1905

## STEAM Vessels Inspected for the year ended June 30, 1904.

## BRITISH COLUMBIA DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1904.				
Spray .....		July 7..	7.36	Screw, tug, coasting, British Columbia.
Hercules.....	50	" 9..	64.68	" " pass., Kootenay lake.
Moyie .....	250	" 9..	834.81	Stern wheel, frt., pass. "
Nelson .....	125	" 9..	496.01	" " " " " "
Kokanee..	200	" 10..	347.50	" " " " " "
Haylis .....		" 10..	43.81	Screw, tug " " " "
Kaslo .....	500	" 10..	764.77	Stern wheel " " " "
International.....	300	" 11..	525.55	" " " " " "
Alberta.....	200	" 11..	508.15	" " " " " "
Argenta.....	40	" 11..	206.32	" " " " Duncan river.
Ymir .....		" 12..	69.74	Screw, tug, Kootenay lake.
Valhalla.....	30	" 12..	153.23	" " pass. " " " "
Proctor .....		" 12..	43.12	" " " " " "
Flirt .....		" 12..	3.58	" yacht " " " "
Pilot .....		" 12..	7.80	" tug " " " "
Slocan.....	300	" 13..	578.03	Stern wheel, frt., pass., Slocan lake.
Sandon.....	50	" 13..	96.22	Screw " " " " "
Arrow .....		" 13..	4.50	" tug, Slocan lake.
Minto .....	250	" 14..	828.91	Stern wheel, frt., pass., Columbia river.
Columbia.....		" 14..	49.84	Screw, tug, Columbia river.
Irene .....		" 14..	28.95	" " " " " "
Kootenay.....	300	" 15..	1,117.09	Stern wheel, frt., pass., Columbia river.
Lardeau.....		" 16..	9.60	Screw, tug, Columbia river.
Archer .....	40	" 16..	15.32	" frt., pass. " " " "
Blonde .....		" 16..	32.64	" tug " " " "
Rossland .....	300	" 16..	883.55	Stern wheel, frt., pass., Columbia river.
Victoria.....	30	" 17..	106.60	" " " " Trout lake.
Idler.....		" 17..	3.88	Screw, tug, Trout lake.
Ptarmigan.....	39	" 20..	246.45	Stern wheel, frt., pass., Upper Columbia.
Selkirk .....		" 20..	58.49	" yacht " " " "
Pert.....		" 20..	6.44	Screw, tug, frt. " " " "
Thompson.....		" 22..	149.80	Stern wheel, tug, frt., Shuswap lake.
Maude Annis.....		" 22..	22.54	Screw, tug, Shuswap lake.
Aberdeen.....	250	" 23..	554.04	Stern wheel, frt., pass., Okanagan lake.
York.....	70	" 25..	134.00	Twin screw " " " "
Kelowna .....		" 25..	65.38	" tug " " " "
R. P. Ritchet.....	81	April 15..	816.69	Stern wheel, frt., pass., coast., B. Columbia.
Joan .....	500	Aug. 8..	821.21	Twin screw " " " " "
Princess Victoria.....	1,000	" 17..	1,943.22	" " " " " " "
Danube.....	300	" 18..	886.89	" " " " " " "
Mermaid .....	40	" 12..	128.55	" " " " " " "
Queen City.....	100	Sept. 8..	391.21	" " " " " " "
Manauense .....		" 21..	1,672.09	" " Canadian and foreign.
Tees .....	125	Oct. 1..	679.15	" " pass., coast., B. Columbia.
Flossie .....		" 3..	4.64	" yacht, Fraser River.
Charmer .....	500	" 12..	1,044.41	" frt., pass., coast., B. Columbia.
Princess Beatrice.....	350	Nov. 19..	1,289.51	" " " " " " "
Mystery.....	20	" 23..	64.80	" tug " " " "
Delta .....		Dec. 14..	25.20	" frt. " " " "
Maude .....	15	" 5..	174.99	" " " " " "
Water Lily.....		" 23..	73.81	Stern wheel, water boat, Esquimalt.
1905.				
Thistle.....	50	Jan. 2..	222.36	Screw, frt., pass., coast., British Columbia.
Sadie .....	12	" 7..	49.30	" tug " " " "
Otter .....	70	" 8..	365.97	" frt. " " " "
Ame .....		" 23..	8.56	" tug " " " "
Albion .....	20	" 22..	88.11	" " " " " "
Hope .....	12	" 25..	78.49	" " " " " "
Moana .....	327	" 30..	3,915.00	" frt. " Canadian and foreign.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—British Columbia Division—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1905.				
Czar.....	17	Jan. 8..	152.18	Screw tug pass., coast., British Columbia.
Pilot.....	22	Feb. 5..	279.05	" " " " "
Ba Boscowitz.....	"	11..	337.92	" frt. " " "
J. L. Card.....	"	15..	141.06	T " " " "
Chieftain.....	20	" 25..	64.80	" tug " " "
Princess May.....	350	" 23..	1,393.76	T " frt. " Canadian and foreign.
Wyefield.....	"	" 26..	3,234.59	" " " " "
Constance.....	"	Mar. 10..	11.17	" yacht, coasting, British Columbia.
Nell.....	25	" 10..	207.97	T " frt., pass., coast. "
Venture.....	"	" 21..	654.52	T " " Canadian and foreign.
Lorne.....	16	" 16..	287.96	" tug, pass., coast., British Columbia.
Oscar.....	"	" 24..	95.42	" frt. " " "
Iroquois.....	65	" 23..	195.49	" " " " "
Selkirk.....	13	" 23..	141.63	" " " " "
Alert.....	"	" 1..	43.81	" tug " " "
Daisy.....	"	April 5..	60.10	" " " " "
Athens.....	"	" 12..	23.21	" fishing " " "
Mount Royal.....	130	" 12..	471.03	Stern wheel, frt., pass., Skeena river.
Edna Grace.....	"	" 18..	42.00	Screw, tug, coasting, British Columbia.
Victorian.....	450	" 20..	1,503.64	" car ferry, Sydney and Fraser river.
Trader.....	20	" 18..	167.18	" frt., pass., coasting, B. Columbia.
Revelstoke.....	90	May 3..	308.55	Stern wheel, frt., pass., Big Bend, Columbia river.
Yale.....	"	" 4..	36.28	Screw, tug, Columbia river.
Geo. F. Pipar.....	"	" 4..	70.15	" " " " "
Smuggler.....	"	" 5..	15.97	" " " " "
Amur.....	228	" 12..	907.17	" frt., pass., Canadian and foreign.
Bute.....	"	" 16..	48.86	" tug, coasting, British Columbia
Kootenay.....	"	" 17..	7.74	" " Rivers Inlet.
R. P. Rithet.....	81	" 9..	816.69	Stern wheel, frt., pass, coast., B. Columbia.
City of Nanaimo.....	500	" 16..	761.37	Twin screw " " " "
Yosemite.....	400	" 23..	1,535.03	Paddle " " " "
Albert Lea.....	"	" 26..	18.67	Screw, tug, Barclay sound.
Brant.....	"	" 26..	18.67	" " " " "
Forager.....	"	June 1..	89.57	" frt., coasting, British Columbia.
Sunbury.....	17	" 6..	37.72	" tug, pass. " "
Patsy.....	"	" 7..	6.99	" yacht, inland " "
Colleen Ardre.....	25	" 13..	4.83	" gasoline, ferry, Burrard inlet.
Dominion.....	50	" 29..	17.58	" ferry, Victoria harbour.
Total ....			38,013.09	

J. A. THOMSON,  
Steamboat Inspector.

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected in Canada but Registered Elsewhere, for the year ended  
June 30, 1904.

## BRITISH COLUMBIA DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1904.		\$ cts.	
Clallam.....	500	July 3..	672'00	61 76	Screw, frt., pass., Canadian and foreign.
Majestic.....	200	" 9..	659'00	60 72	" " " "
Cottage City.....	273	Aug. 13..	1,885'11	158 80	" " " "
Queen.....	385	" 22..	2,727'80	226 24	" " " "
Ramona.....	113	" 24..	1,061'39	92 88	" " " "
City of Puebla.....	366	Sept. 2..	2,623'88	217 92	" " " "
Rosalie.....	127	Nov. 1..	318'51	33 52	" " " "
		1905.			
Mainlander.....	145	Jan. 27..	505'19	40 40	" " " "
Whatcom.....	200	Feb. 3..	716'00	57 28	" " " "
Senator.....	417	April 3..	2,409'60	192 72	" " " "
Umitilla.....	424	May 12..	3,069'76	245 60	" " " "
Humbolt.....	321	" 11..	1,075'00	86 00	" " " "
Valencia.....	286	" 11..	1,598'49	127 84	" " " "
City of Seattle.....	456	" 14..	1,411'05	112 88	" " " "
Spokane.....	305	June 20..	2,036'20	162 88	" " " "
City of Topeka.....	150	" 20..	1,057'29	84 56	" " " "
Total.....			23,826'27	1,962 00	

J. A. THOMSON,  
*Steamboat Inspector.*

STEAM Vessels not Inspected for the year ended June 30, 1904.

## BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tons.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Denver.....	8'51	5'79	Hauled out and laid up.
Willapa.....	373'09	245'00	Sold, out the country.
Ethel Rose.....	82'05	51'70	No application.
Rifle.....	36'62	23'08	"
Willie.....	82'60	55'94	"
Stratchcona.....	596'28	375'63	Laid up, machinery out of repair.
Don.....	4'19	2'85	" out of service.
M. S. Dollar.....	4,216'00	2,674'00	Trading in foreign parts, not been in port.
Total.....	5,399'34	3,434'02	

J. A. THOMSON,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere for the year ended  
June 30, 1904.

## BRITISH COLUMBIA AND YUKON DIVISION.

## BOILERS AND MACHINERY AND HULL.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
				\$ cts.	
T. C. Powers.....	125	July 8..	820	73 60	Stern wheel, frt. & pass., Yukon river.
Sarah.....	250	" 26..	1,211	104 88	" " " " " "
Cavelle Young.....	50	Aug. 7..	506	48 48	" " " " " "
Rock Island.....	160	" 3..	533	50 72	" " " " " "
Louise.....	150	" 8..	718	65 44	" " " " " "
John Cudhay.....	150	" 23..	820	73 60	" " " " " "
Will. H. Isom.....	250	" 24..	983	86 64	" " " " " "
Seattle, No. 3.....	160	" 27..	548	51 84	" " " " " "
Total.....			6,120	550 20	

F. M. RICHARDSON,  
*Steamboat Inspector, Vancouver, B.C.*

STEAM Vessels not inspected for the year ended June 30, 1904.

## BRITISH COLUMBIA AND YUKON DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. Why not Inspected and Class of Vessel.
Sea Lion.....	6	4	No application, screw tug.
Winneta.....	24	16	" " "
On Time.....	11	4	" " "
Donney.....	15	10	Boiler condemned.
Hamlin.....	514	323	No application, stern wheel, pass., and frt.
Edna W.....	15	10	" screw yacht.
Hubert.....	6	4	" " "
Surprise.....	20	13	" " tug.
Rothsay.....	553	348	" stern wheel, frt., and pass.
Welcome.....	32	20	" " " "
Thistle.....	2	2	" screw tug.
Albert Lea.....	19	13	" " "
Enterprise.....	12	8	" " "
Total.....	1,229	775	

F. M. RICHARDSON,  
*Steamboat Inspector, Vancouver, B.C.*



4-5 EDWARD VII., A. 1905

## STEAM Vessels Inspected for the year ended June 30, 1904.

## BRITISH COLUMBIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1904.				
St. Clair.....	25	April 15..	68.12	Screw, tug and pass., coasting, British Columbia.
Britannia.....	300	May 6..	325.94	" " " " " "
R. P. Rithet.....	81	April 15..	816.69	Stern wheel, frt. & pass., "Victoria & Fraser river.
City of Tipella.....	12	May 1..	18.89	Screw, freight & pass., coasting, B.C.
Joan.....	500	Aug. 8..	821.21	T.-screw, " " Vancouver & Nanaimo.
Mermaid.....	40	" 12..	123.55	" " " " coasting, B.C.
Princess Victoria.....	1,000	" 14..	1,943.22	" " Canadian and foreign ports.
Lapwing.....		" 17..	150.73	Screw, freight, coasting, B.C.
Danube.....	300	" 18..	886.89	" " & pass., coast., B.C.
Queen City.....	100	Sept. 8..	391.21	" " " " " "
Manauense.....		" 21..	1,672.09	" " " " foreign ports.
Tees.....	125	Oct. 1..	679.15	" " & pass., coast., B.C.
Charmer.....	500	" 12..	1,064.41	" " " " Victoria and mainland.
Etta White.....	15	Nov. 10..	97.35	" " " " coast., B.C.
Favourite.....	100	Oct. 25..	256.28	Stern wheel, freight & pass., Fraser river.
Cassiar.....	300	Nov. 16..	597.18	Screw, freight & pass., coast., B.C.
Princess Beatrice.....	350	" 19..	1,289.51	" " " " Victoria & foreign ports.
Mystery.....	20	" 23..	64.80	" " " " coast, B.C.
Mamie.....	12	Aug. 24..	89.60	" " " " " "
Maude.....	15	Dec. 5..	174.99	" " " " " "
1905.				
Thistle.....	50	Jan. 2..	222.36	" " " " " "
Sadie.....	12	" 7..	49.30	" " " " " "
Otter.....	70	" 8..	365.97	" " " " " "
Comox.....	140	" 14..	101.17	" " " " " "
Albion.....	20	" 22..	88.11	" " " " " "
Hope.....	12	" 25..	78.49	" " " " " "
Active.....	18	" 26..	171.74	" " " " " "
Moana.....	327	" 30..	3,915.00	" " " " B.C. & foreign ports.
Transfer.....	120	" 19..	264.16	Stern wheel, freight & pass., Fraser river.
Halifax.....	12	Feb. 1..	28.19	Screw, freight & pass., coast., B.C.
Pilot.....	22	" 5..	279.05	" tug & pass., " "
Czar.....	17	Jan. 8..	152.18	" " " " " "
Britannia.....	300	Feb. 11..	325.94	" freight & pass., " "
Coquitlam.....	75	" 12..	256.33	" tug & pass., " "
Robert Dunsmuir.....	40	" 12..	2 1.75	T.-screw, frt. & pass., " "
Defiance.....	39	" 13..	89.88	Screw, " " " "
Barbara Boscowitz.....	133	" 15..	337.92	" " " " " "
Princess May.....	250	" 23..	1,393.76	T.-screw, " " B.C. & foreign ports.
Wyfield.....		" 26..	3,234.59	Screw, " " foreign ports.
Chieftain.....	20	Mar. 5..	64.80	" " & pass., coast., B.C.
Nell.....	25	" 10..	207.97	" " " " " "
Ruth.....	12	" 12..	70.65	" " " " " "
Lorne.....	16	" 16..	287.96	" tug " " " "
Tepic.....	15	" 17..	70.87	" " " " " "
Venture.....		" 21..	654.52	" freight, B.C. & foreign ports.
Native.....	10	" 22..	51.51	" " & pass., coast., B.C.
Surrey.....	50	" 25..	263.26	Paddle, ferry, Fraser river.
Selkirk.....	13	" 23..	141.63	Screw, freight & pass., coast., B.C.
Iroquois.....	65	" 23..	195.49	" " " " " "
Mount Royal.....	130	April 12..	471.03	Stern wheel, pass. & freight, Skeena river
North Vancouver.....	200	" 13..	103.83	Screw, ferry, Burrard Inlet
Ramona.....	75	" 15..	250.79	Stern wheel, freight & pass., Fraser river.
Trader.....	20	" 18..	167.18	Screw, freight & pass., coast., B.C.
Victorian.....	450	" 20..	1,503.64	" " " " Sydney & Fraser river.
Pheasant.....	88	" 14..	251.45	Stern wheel, freight & pass., " "

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected, &c.—British Columbia Division—*Concluded.*HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1905.				
Cornet.....	12	April 26..	85·26	Screw, freight & pass., coast., B.C.
Bermuda.....	25	" 27..	72·03	" " " " "
Unican.....	34	May 2..	130·92	" " " " "
Capilano.....	64	" 3..	231·14	" " " " "
Chehalis.....	15	" 4..	53·75	" " " " "
Alice.....	12	" 7..	10·98	" " " " "
R. P. Rithet.....	81	" 9..	816·69	Stern wheel, frt. & pass., Victoria and mainland.
Amur.....	228	" 12..	907·17	Screw, freight & pass., B.C. & foreign ports.
Stampede.....	12	" 14..	11·97	" " " " coast., B.C.
Minto.....	20	" 15..	36·19	Stern wheel, ferry, Fraser river.
Defender.....	24	" 15..	216·10	" " freight & pass., Fraser river.
City of Nanaimo.....	500	" 16..	761·37	T.-screw, " " coast., B.C.
Vancouver.....	12	" 21..	49·96	Screw, " " " " "
Beaver.....	150	" 21..	545·44	Stern wheel, " " Fraser river.
Yosemite.....	400	" 23..	1,525·03	Paddle, freight & pass., Victoria and mainland.
Clarence.....	12	" 27..	12·69	Screw, " " " " "
City of Tipella.....	12	" 27..	18·89	" " " " "
Phoenix.....	30	" 31..	87·18	" " " " "

R. COLLISTER

*Hull Inspector.*

STEAM Vessels Inspected in Canada but registered elsewhere or the year ended  
June 30, 1904.

## BRITISH COLUMBIA DIVISION.

## HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
1904.				\$ cts.	
Clallam.....	500	July 3..	672·00	61 76	Screw, Canadian and foreign ports.
Majestic.....	200	" 9..	659·00	60 72	" " " " "
Cottage City.....	273	Aug. 13..	1,885·11	158 80	" " " " "
Queen.....	385	" 22..	2,727·80	226 24	" " " " "
Ramona.....	113	" 24..	1,061·39	92 88	" " " " "
City of Puebla.....	366	Sept. 2..	2,623·88	217 92	" " " " "
Rosalie.....	127	Nov. 1..	318·51	33 52	" " " " "
1905.					
Mainlander.....	145	Jan. 27..	505·19	40 40	" " " " "
Whatcom.....	200	Feb. 3..	716·00	57 28	" " " " "
Senator.....	417	April 3..	2,409·60	192 72	" " " " "
Humboldt.....	321	May 11..	1,075·00	86 00	" " " " "
Valencia.....	286	" 11..	1,598·49	127 84	" " " " "
Umatilla.....	427	" 12..	3,069·76	245 60	" " " " "
City of Seattle.....	456	" 25..	1,411·05	112 88	" " " " "

R. COLLISTER,

*Hull Inspector.*

4-5 EDWARD VII., A. 1905

## STEAM Vessels Inspected for the Year ended June 30, 1904.

## BRITISH COLUMBIA AND YUKON DIVISION.

## BOILERS AND MACHINERY.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1903.				
Prospector .....	130	July 2..	263	Stern wheel, pass. and frt., Yukon river.
Clifford Sifton .....	150	" 6..	291	" " " "
Tyrrell .....	150	" 8..	678	" " " "
Emma Nott .....	"	" 9..	73	" freight, Yukon river.
Casca .....	150	" 13..	590	" pass. and frt., Yukon river.
Canadian .....	200	" 13..	716	" " " "
Bailey .....	100	" 13..	193	" " " "
Quick .....	"	" 14..	67	" " " "
Dawson .....	175	" 15..	779	" " " "
Wilbur Crimmin .....	70	" 16..	168	" " " "
Selkirk .....	175	" 17..	777	" " " "
Mary F. Graff .....	"	" 18..	864	" " " "
Yukoner .....	175	" 18..	781	" " " "
White Horse .....	175	" 20..	987	" " " "
Victorian .....	175	" 25..	716	" " " "
Lightning .....	100	Aug. 5..	557	" " " "
J. V. Light .....	50	" 10..	718	" " " "
Golden Crown, No. 1 .....	"	" 19..	"	Dredge, Stewart river.
Thistle .....	130	" 1..	225	Stern wheel, pass. and frt., Yukon river.
La France .....	130	" 1..	201	" " " "
Columbian .....	175	Sept. 1..	716	" " " "
Zealandian .....	70	" 3..	180	" " " "
Sybil .....	125	" 3..	653	" " " "
Gleaner .....	150	" 5..	241	" " Taku lake.
Scotia .....	125	" 6..	214	" " Atlin lake.
Mabel F. .....	"	" 8..	10	Screw tug, Bennett.
Olive May .....	"	" 9..	85	Stern wheel, frt., Lewes river.
Joseph Clossett .....	50	" 9..	147	" " " "
New Era .....	"	" 1..	56	Screw, frt., B.C. waters.
Fingal .....	"	" 22..	91	" " " "
Clansman .....	"	" 22..	72	" " " "
Staffa .....	"	" 22..	51	" " " "
Gipsy .....	"	Oct. 1..	10	Screw, tug, " "
Mamie .....	12	Aug. 24..	90	" " " "
Saturna .....	"	Oct. 1..	22	" " " "
Lapwing .....	"	" 1..	151	" frt., " "
Ariadne .....	"	" 1..	14	" yacht, " "
Rustler .....	"	" 1..	13	" " " "
Leonora .....	"	" 15..	33	" tug, " "
Squid .....	"	" 26..	60	" frt., " "
Stella .....	"	Nov. 2..	16	" tug, " "
Olive .....	"	" 3..	71	Stern wheel, frt., B.C. waters.
Kilkonan .....	"	" 5..	51	Screw, tug, B.C. waters.
Etta White .....	15	" 10..	97	" " " "
Favorite .....	100	" 25..	257	Stern wheel, pass. and frt., Fraser river.
Cassiar .....	300	" 20..	597	Screw, frt., and pass., B.C. waters.
Eva .....	"	" 1..	40	" tug, " "
Lottie .....	"	" 20..	29	" " " "
Reliance .....	"	" 15..	9	" yacht, " "
Senator .....	"	Oct. 28..	28	" tug, " "
Queen of Pacific .....	"	Dec. 1..	78	" frt., " "
Belle .....	"	March 1..	67	" tug, " "
Vigilant .....	"	Dec. 1..	29	" " " "
Sendai .....	"	" 1..	14	" " " "
Columbia .....	"	" 20..	252	" frt., " "
1905.				
Lottie .....	"	Jan. 1..	29	" tug, " "
Transfer .....	120	" 19..	264	Stern wheel, pass., and frt., Fraser river.



## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the Year ended June 30, 1904—*Continued.*BRITISH COLUMBIA AND YUKON DIVISION—*Continued.*BOILERS AND MACHINERY—*Continued.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Class of vessel, and where employed.
1905.				
Comox.....	60	Jan. 24..	101	Screw, pass., and frt., B.C. waters.
Halifax.....		" 25..	28	" tug, " " "
Active.....	20	" 25..	172	" " " " "
Britannia.....	250—300	Feb. 4..	326	" pass. and frt., " " "
Chehalis.....	15	May 1..	54	" tug, " " "
Capilano.....	25	Feb. 16..	231	" pass., and frt. " " "
Coquitlam.....	75	" 19..	256	" " " " "
Lark.....		" 23..	58	Stern wheel, frt., Fraser river.
Robert Dunsmuir...	40	" 25..	232	Screw, pass., and frt., B.C. waters.
Defiance.....	39	Mch. 1..	90	" " " " "
Ruth.....	12	Feb. 1..	71	" tug, " " "
1904.				
Belle.....		June 11..	67	" " " " "
1905.				
Fire Fly.....		Mch. 3..	46	Stern wheel, tug, Fraser river.
Esperanza.....		" 1..	31	Screw, tug, " " "
Magnet.....		" 1..	24	" " B.C. waters.
Surrey.....	50	" 12..	263	Paddle, ferry, Fraser river.
Mabel.....		Not issued	5	Screw, tug, " " "
Nagasaki.....		Mch. 15..	15	" " B.C. waters.
Stranger.....		" 1..	27	" " " " "
Ramona.....	75	" 1..	251	Stern wheel, frt., and pass., Fraser river.
Fearless.....		" 1..	53	Screw, tug, B.C. waters.
Vancouver.....	12	Sept. 31..	50	" " " " "
Native.....	10	Mch. 15..	52	" " " " "
Tepic.....	15	" 15..	71	" " " " "
Vulcan.....		" 1..	77	" " " " "
Iris.....		" 1..	38	" " " " "
Brunette.....		" 1..	37	" " " " "
Milkmaid.....		Not issued	7	" " Fraser river.
Superior.....		Mch. 5..	44	" " B.C. waters.
Fern.....		" 10..	24	" " " " "
Cascade.....		" 10..	119	" frt. " " "
Lois.....		" 10..	25	" tug, " " "
Glen Rosa.....		Apl. 1..	18	" " Skeena river.
Alice.....		Mch. 15..	35	" " B.C. waters.
Clive.....		Apl. 5..	35	" " " " "
St. Clair.....		" 5..	68	" " " " "
Burt.....		" 7..	50	" frt., " " "
Dauntless.....		" 8..	128	" tug, " " "
Lily.....		" 11..	12	" yacht " " "
North Vancouver...	200	" 13..	104	" ferry, Vancouver.
Evangeline.....		" 17..	14	" yacht, Albert bay.
Swan.....		" 18..	36	" tug, B.C. waters.
Lottie N.....		" 20..	34	" " Skeena river.
Vera.....		" 20..	6	" " " " "
Florence.....		" 21..	30	" " " " "
Nora.....		" 21..	19	" " " " "
Maime.....		" 21..	9	" " " " "
Hazelton.....	150	" 22..	378	Stern wheel, frt., and pass., Skeena river.
Bermuda.....	25	" 26..	72	Screw tug, B.C. waters.
Unican.....	40	" 27..	131	" pass., and frt., B.C. waters.
Starling.....		" 29..	8	" tug, " " "
Terra Nova.....		May 2..	47	" frt. " " "
Comet.....	12	" 1..	85	" tug, " " "
Constance.....		" 10..	50	" " " " "
Wellington.....		" 10..	16	" " Fraser river.
Troubadour.....		" 10..	18	" " B.C. waters.
Clara Young.....		" 10..	31	" " " " "

4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected for the Year ended June 30, 1904—*Concluded.*BRITISH COLUMBIA AND YUKON DIVISION—*Concluded.*BOILERS AND MACHINERY—*Concluded.*

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1905.				
Antolycus.....		May 1..	25	Screw tug, B.C. waters.
City of Tipella.....	12	" 1..	19	" " " "
Stampede.....	12	" 12..	12	" " " "
Queen of Pacific.....		" 1..	78	" frt., " "
Alice.....	12	" 7..	11	" pass., Vancouver harbour.
Clarence.....	12	" 13..	13	" tug, B.C. waters.
Flyer.....		May 1..	12	" " " "
Lily.....		Apl. 1..	9	" " Fraser river.
Dorothy.....		May 14..	20	" " B.C. waters.
Pheasant.....	88	Apl. 14..	251	Stern wheel, pass., and frt., Fraser river.
Tyee.....		May 12..	32	Screw tug, B.C. waters.
Coutli.....		" 10..	99	" " " "
Cleeve.....		" 1..	36	" " " "
Muriel.....		" 1..	44	" " " "
Reliance.....		" 2..	36	" " " "
Phoenix.....	30	" 2..	87	" " " "
Winnifred.....		" 2..	13	" " " "
Water Lily.....		June 1..	4	" yacht " "
Courser.....		" 1..	161	Stern wheel, tug, Harrison lake.
Minto.....	20	" 1..	36	" " frt., and pass., Harrison river.
Defender.....	30	" 1..	216	" " " " " "
Beaver.....	150	May 21..	545	" " " " " Fraser river.
Eagle.....		" 1..	35	Screw tug, B.C. waters.
May Queen.....		" 1..	14	" " " "
Escort, No. 2.....		June 10..	192	" " " "
Delta.....		" 1..	15	" " " "
Vancouver.....	12	May 21..	50	" " " "
Dolphin.....		June 1..	20	" " " "
Evoloo.....		" 1..	13	" yacht, B.C. waters.
Colleen Ardre.....	20	" 1..	5	" gasoline pass., Vancouver harbour.
Surprise.....		" 1..	75	" frt., B.C. waters.
Fraser.....		" 1..	36	" " " "
Uno.....		May 1..	12	" tug, " "
Hong Kong.....		" 1..	36	" " " "
Orillia.....		" 1..	12	" " " "
New Era.....	40	June 1..	56	" frt., and pass., B.C. waters.
Total.....			21,298	

F. M. RICHARDSON,  
Steamboat Inspector, Vancouver, B.C.

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected for the year ended June 30, 1904.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

BOILERS, MACHINERY AND HULL INSPECTION.

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1904.				
Wrigley .....	40	July 1..	104.59	Screw, pass., frt., Mackenzie river.
Eva .....		" 1..	49.28	" " " "
Caribou .....		" 1..	28.65	" " " "
Lillian B. ....		" 8..	6.05	" frt., Great Slave lake.
St. Joseph .....		" 31..	12.06	" " Mackenzie river.
St. Alphonse .....		Aug. 1..	24.94	Paddle " Slave river.
St. Charles .....		" 11..	28.79	Screw " Peace river.
Beaver .....		" 27..	80.25	" " Saskatchewan river.
Mountain Bell .....		" 31..	4.21	" yacht, Bow river.
J. Dudley .....		Sept. 11..	52.47	" tug, Thunder bay.
Iona .....		" 21..	39.15	" " Lake Winnipegosis.
Isabell .....		" 21..	40.73	" frt. " "
Lotta S. ....		" 21..	48.03	" tug " "
Manitou .....	40	" 21..	107.79	" pass., frt. " "
Wolverine .....	35	" 30..	278.32	" " Winnipeg.
Welcome .....		Jan. 30..	36.23	" tug, Rainy river.
Ethel Banning .....		Oct. 10..	37.54	" " " "
Chieftain .....		" 10..	36.26	" " " "
Beaver .....		" 13..	34.15	" " Lake of the Woods.
Hunter .....		" 21..	11.30	" " " "
Carberry .....		Nov. 2..	61.78	" tug, Lake Manitoba.
Argyle .....	150	April 18..	77.70	" ferry, Rat Portage and Keewatin.
Ethel Banning .....		" 21..	37.54	" tug, Lake of the Woods.
Queen .....		" 21..	31.65	" " " "
Catherine S. ....	35	" 29..	66.60	" " pass. " "
Empress .....		" 29..	129.28	" " " "
Georgina .....		May 2..	43.87	" " Thunder bay.
Siskewit .....		" 2..	47.17	" " " "
Lulu M. Ray .....		" 2..	32.64	" " " "
Jas. Adams .....		" 3..	50.97	" " " "
Brothers .....		" 3..	17.50	" " fish, Lake Superior.
J. Dudley .....		" 4..	52.47	" " Thunder bay.
Herbert .....		" 4..	20.13	" " " "
A. V. Crawford .....		" 5..	51.40	" " " "
Laura Grace .....	152	" 5..	85.56	" " pass. " "
Energy .....	200	" 6..	116.45	" " " "
Dredge No. 5. ....		" 6..	230.85	Dredge " "
Dredge No. 6. ....		" 6..	209.52	" " " "
Dredge Kingsford .....		" 6..		" " " "
Kenora .....	500	" 9..	486.34	Screw, pass., frt., Rat Portage and Fort Francis.
Rambler .....	25	" 10..	25.83	" " " Lake of the Woods.
Heather Bell .....	20	" 10..	21.18	" " " "
Clipper .....	40	" 10..	52.95	" " " "
Frank Marshall .....		" 10..	29.76	" tug, fish " "
Chieftain .....		" 20..	60.85	" " " Lake Winnipeg.
Premier .....	75	" 20..	413.99	" pass., frt. " "
Idell .....		" 20..	53.92	" tug, fish " "
Rocket .....		" 20..	55.61	" " " "
Fisherman .....		" 20..	44.22	" " " "
Ogima .....		" 20..	29.84	" " " "
Daisy .....		" 20..	26.33	" " " "
City of Selkirk .....	75	" 20..	457.82	" pass., frt. " "
Wolverine .....	35	" 20..	278.32	" " " "
Pitree .....	20	" 16..	167.86	" " " Manitoba.
Alexandra .....	250	" 18..	163.57	Paddle, pass., frt., Red river.
Cygnat .....		" 20..	20.76	Screw, fish tug, Lake Winnipeg.
Princess .....	20	" 20..	405.44	" pass., frt. " "
Frank Burton .....		" 20..	93.74	" survey " "
Balmoral .....		" 20..	36.93	" fish tug " "
Lady of the Lake .....	25	" 20..	201.43	" pass., frt. " "
Tempest .....		" 20..	74.66	" tug " "
Viking .....	50	" 20..	17.17	" pass., frt., Selkirk and Gimili.



4-5 EDWARD VII., A. 1905

STEAM Vessels Inspected, &c.—Keewatin, Manitoba and North-west Territories  
Division—*Concluded.*BOILERS, MACHINERY AND HULL INSPECTION—*Concluded.*

Name of Vessel.	Number of Passengers Allowed.	Date Certificate Expires.	Gross Tons.	Class of Vessel and where employed.
1905.				
Angler.....		May 20..	16 16	Screw, fish tug, Lake Winnipeg.
Inez.....	20	" 26..	59 10	" pass., tug, Thunder bay.
Redwing.....	75	" 28..	23 14	" " frt., Selkirk and Gimili.
Edith.....		" 30..	42 95	" tug, Lake of the Woods.
Scud.....		" 31..	32 05	" " "
Ethel.....	25	" 31..	20 20	" pass., frt. "
Sport.....		" 31..	16 26	" tug, Winnipeg river.
Day Star.....		June 2..	13 47	" yacht, Lake of the Woods.
Daisy Moore.....		" 3..	38 21	" tug "
Grace B.....		" 6..	20 19	" " "
Shamrock.....		" 7..	79 84	" " "
D. L. Mather.....		" 7..	103 32	" " "
Chieftain.....		" 9..	36 26	" " Rainy river.
City of Alberton.....		" 10..	67 54	" " lake.
Mohican.....	10	" 10..	34 20	" pass., tug, Rainy lake.
Welcome.....		" 10..	36 23	" tug "
Margaret.....		" 11..	5 75	" yacht "
Agwinde.....	125	" 11..	307 41	" Paddle, pass., frt. "
Algoma.....		" 13..	68 59	" Screw, tug "
Maple Leaf.....		" 15..	81 84	" " "
Mary Hatch.....		" 20..	121 18	" " Lake of the Woods.
D. A. Gordon.....	420	" 22..	147 98	" pass., frt., Thunder bay.
Wapiti.....	30	" 24..	18 11	" " Lake of the Woods.
Northern Light.....		" 25..	16 03	" fish tug, Eagle lake.
Gem.....		" 25..	11 08	" " "
Nord.....	10	" 25..	20 23	" pass. " "
Josie.....		" 25..	12 42	" tug " "
Galatia.....	25	" 26..	46 10	" pass., frt., Lake Wabigoon.
Villeneuve.....		" 28..	27 58	" frt., tug, Winnipeg river.
Total . . . .			7,165 91	

GEO. P. PHILLIPS,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STEAM Vessels Inspected in Canada but Registered elsewhere, for the year ended  
June 30, 1904.

## KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Number of Passen- gers Allowed.	Date Certificate Expires.	Gross Tons.	Tonnage Dues and Inspection Fees Paid.	Class of Vessel and where employed.
		1905.		\$ cts.	
America.....	370	May 24..	681 37	54 48	Pass., frt., Port Arthur and Duluth.
Easton.....	200	" 24..	460 00	36 80	" " " "
Itasca.....	62	June 12..	34 00	2 72	" " Rainy river.
Sea Gull.....	30	" 12..	32 00	1 76	" " "
Total .....			1,197 37	95 76	

GEO. P. PHILLIPS,

*Steamboat Inspector.*

4-5 EDWARD VII., A. 1905

STEAM Vessels not Inspected for the year ended June 30, 1904.

KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Remarks. — Why not Inspected and Class of Vessel.
William Whyte.....	17·81	12·36	Screw, tug, not in commission.
Widgeon.....	7·45	6·09	" " "
Pastime.....	14·82	11·45	" " "
Carry L.....	14·50	7·99	" " "
Kate Marks.....	54·13	43·09	" " "
Geo. Ward.....	2·39	1·69	" " "
Gale.....	2·83	1·93	" " "
Lady Ellen.....	18·56	12·63	" " "
Hudson Bay Messenger.....	8·00	5·72	" " "
Annie Mc.....	13·42	11·10	" " no application.
Rambler.....	6·14	2·94	" " "
Circo.....	2·83	1·93	" " "
Osprey.....	21·12	13·97	" " "
Mikado.....	24·92	16·86	" " "
Little Bobs.....	13·19	8·97	" " to be inspected.
Cruiser.....	26·92	15·56	" " "
Undine.....	9·46	6·44	" " "
Gordon M.....	3·10	2·01	" " "
Sultana.....	3·35	2·74	" " "
Dolphin.....	12·63	8·58	" " "
Zena.....	3·69	2·96	" fish tug "
Maud C.....	5·16	3·25	" " "
Swan.....	7·76	5·50	" " "
Maple Leaf.....	5·21	3·55	" " "
Highlander.....	95·24	39·11	" " "
Iland.....	30·49	20·42	" " "
Orcadia.....	23·16	15·75	" " "
Rose May.....	3·60	1·74	" " "
Viking.....	15·25	10·36	" " "
Widgeon.....	2·21	1·56	" tug "
Klondike.....	8·05	4·00	" " "
Silver Spray.....	1·53	0·93	" " "
Pioneer.....	16·44	8·44	" " "
Superior.....	80·51	70·81	" " "
St. Joe.....	117·64	80·01	" barge "
Monarch.....	113·09	51·06	Paddle, tug "
Wm. Cross.....	21·66	16·31	Screw, pass., frt. "
Minneola.....	9·20	5·90	" tug "
Irene.....	9·71	6·20	" " "
Dolly.....	2·77	2·00	" " "
Primrose.....	8·40	6·06	" " too far to go this year, N. W. T.
Graham.....	260·39	233·71	Paddle, pass., frt. " "
Alphgo.....	7·50	4·68	Screw, tug " "
Edna Brydges.....	176·05	119·72	" pass., not in commission. "
Majestic.....	135·22	94·93	" " "
Total.....	1,437·50	1,003·01	

GEO. P. PHILLIPS,

*Steamboat Inspector.*



## SESSIONAL PAPER No. 23

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1904, their Class and Horse power, whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

## WESTERN ONTARIO DIVISION.

Name of Vessel.	Horse power.	Class.	Wood, Iron, or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Turbinia.....	437 50	3 screws ..	Steel. ....	1,064	634	Hebburn - on - Tyne, G.B.	Lake Ontario, passenger.
Tom Fawcett..	28 16	Paddle ..	Composite	224	98	Toronto, Ont.	Kingston and vicinity.
Tadousac .....	106 30	Screw .....	Steel. ....	2,359	1,452	"	Great Lakes, pass. and frt.
City of New York.	19 20	" .....	Wood .....	292	199	Cleveland, O.	" freight.
J. E. Mills .....	8 53	" .....	" .....	149	64	Marysville, M.	Sarnia and vicinity.
Com. Jarvis ..	11 26	Tw. screw	" .....	287	97	Bronte, Ont.	Lake Ontario, freight.
Thames .....	2 70	Paddle ..	" .....	Not regist'd.	322	Chatham, Ont.	Chatham and vicinity.
Manistigue .....	56 43	Screw .....	" .....	474	12	Gibraltar, M.	Great Lakes, tug.
National .....	1 87	" .....	" .....	18	12	Toronto, Ont.	Toronto bay.
Salvor .....	56 53	" .....	" .....	126	72	Bay City, M.	Great Lakes, "
Hector .....	13 33	" .....	" .....	66	45	P. Colborne, O	Welland Canal, tug.
Maude .....	3 50	" .....	" .....	19	13	Wallaceb'rg, O	Wallaceburg & vicinity, tug
D. McLeod .....	10 66	" .....	" .....	36	25	Goderich, Ont.	Lake Huron, fishing tug.
J. B. McLeod ..	3 33	" .....	" .....	25	17	Southampton O	" "
Saida .....	1 63	" .....	" .....	14	10	Dunnville, Ont	Lake Erie "
You and I .....	4 03	" .....	" .....	25	17	P. Maitland, O	" "
Victoria K .....	13 50	" .....	" .....	41	28	Goderich, Ont.	Lake Huron, "
Iris .....	4 10	" .....	" .....	16	9	Hamilton, "	Georgian bay, pleasure y't.
Zara .....	2 13	" .....	" .....	35	24	Port Rowan, O	Lake Erie, "
Total .....	784 75			5,270	3,107		

JOHN DODDS,

*Steamboat Inspector, Toronto.*

## WESTERN ONTARIO DIVISION.

Maple Leaf....	6 00	Screw .....	Wood .....	Register	not produced.	Lake of Bays, passenger.
Maniwa .....	8 91	" .....	" .....	12	7	Kingston, Ont.
Linnia .....	0 53	" .....	" .....	5	3	Toronto, Ont.
Willowdece ..	13 06	" .....	" .....	14	9	Kingston, "
Rulo .....	5 00	" .....	" .....	9	6	" "
Edith Ann .....	5 00	" .....	" .....	11	7	" "
Oriska .....	2 66	" .....	" .....	6	4	" "
Mildred .....	9 95	" .....	Composite	39	25	Toronto, Ont.
Hepburn .....	3 53	" .....	Wood .....	15	10	Racine, Wis.
Alert .....	1 87	" .....	" .....	9	4	Richards Ld. O
Clara May .....	0 85	" .....	" .....	9	6	Tobermory, O.
Minnie A. Clark	10 66	" .....	" .....	36	25	Goderich, Ont.
W. D. Matthews	151 57	" .....	Steel .....	3,965	2,450	Collingwood, O
Midland King..	151 57	" .....	" .....	3,965	2,450	" "
W. H. Price ..	2 80	" .....	Wood .....	13	9	" "
Emerson .....	90 88	" .....	Steel .....	276	188	" "
Charlie Jones ..	2 70	" .....	Wood .....	16	12	Owen Sound, O
Gracie .....	13 50	" .....	" .....	41	28	Goderich, Ont.
Leighton McCarthy	10 66	" .....	" .....	36	25	Collingwood, O
Ethyll Reid ..	10 66	" .....	" .....	36	25	" "
J. D. Hamill ..	24 00	" .....	" .....	111	36	Meaford, Ont.
Agnes Smith ..	13 50	" .....	" .....	57	36	L. Current, O.
C. E. Benham ..	22 53	" .....	" .....	140	93	Cleveland, O.
Jessie M .....	1 63	" .....	" .....	14	8	Algoma Mls, O
Waubashene ..	37 50	" .....	Steel .....	135	92	Collingwood, O
Maud D .....	11 23	" .....	Wood .....	81	51	Penetang, Ont
Total .....	612 67			9,051	5,649	

E. W. McKEAN,  
*Steamboat Inspector, Toronto.*

4-5 EDWARD VII., A. 1905

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1904; their Class and Horse power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

## EAST ONTARIO DIVISION.

Name of Vessel.	Horse power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Bancroft .....	83	Screw	Wood	9 56	6 51	Lindsay, Ont.	Steam punt, Lindsay waters.
Lassic .....	1 20	"	"	5 52	3 75	Hastings, Ont.	Yacht, Rice lake.
Arthemise .....	83	"	"	10 75	8 98	Peterboro', O.	" Otonabee river.
C. W. Cole .....	4 16	"	"	15 50	10 54	Kingston, Ont.	Fish tug, Bay of Quinté.
Madge .....	4 16	"	"	7 22	5 12	Pictou, Ont.	Yacht
Micheal Davitt .....	8 53	"	"	28 24	19 21	Buffalo, N. Y.	Tug, River St. Lawrence.
Sovereign .....	8 16	"	"	44 92	36 95	Peterboro', O.	Pass., Rice lake and trib.
Margaret .....	7 94	"	"			Kingston, Ont.	Yacht, River St. Lawrence.
Eric (gasoline) .....	30	"	"	2 86	1 94	"	Pass.
Gonow " .....	53	"	"	1 15	78	Gananogue, O.	"
Lolita " .....	1 00	"	"	1 70	1 16	"	"
Total .....	37 64			127 42	94 94		

THOS. P. THOMPSON,  
*Steamboat Inspector.*

## MONTREAL DIVISION.

St. Peter .....	16 6	Screw	Wood	66	41	Montreal	Montreal har., pass., tug.
Pontiac .....	2 7	Paddle	"	15	9	Simcoe	North river, tug.
Alexandra .....	92 6	"	Steel	417	280	Temiskaming	Temiscamingue lake, tug.
Ruby .....	1 2	Screw	Wood	11	9	Combermere	Madawaska river.
Mudpout .....	4 8	Paddle	"	34	25	Hull	Ottawa river, tug.
Ottawa .....	17 3	Screw	Composite	311	167	Ottawa	" Mont., pass., frt.
May Flower .....	12 3	Stern wh'l.	Wood	59	38	Combermere	Madawaska river
G. B. Pattee II. ....	6 5	Screw	"	51	38	Quyon	Dechène lake, tug.
Grain El. No. 17 .....	16 0	"	Steel	215	132	Montreal	Montreal har., grain elev.
Total .....	170			1,179	739		

WM. LAURIE,  
LOUIS ARPIN.

## NOVA SCOTIA DIVISION.

Parrsboro' .....	19 80	Screw	Wood	56 55	26 28	Parrsboro. N.S.	Screw, tug, Minas basin.
Olive .....	8 16	"	"	35 49	24 13	Dartm'th. N.S.	" pass., Halifax har.
Help .....	29 00	"	"	146 14	90 04	Liverpool, N.S.	" frt., coasting.
Strathcona .....	51 00	"	"	284 09	171 75	Pt. Clyde, N.S.	" pass.
Westport III. ....	24 00	"	"	140 01	49 26	Shelburne, N.S.	"
Liberty .....	18 24	"	"	96 21	42 30	Sheet Hb., N.S.	" frt.
Clare .....	16 06	"	"	88 02	59 65	Princep't., N.S.	"
Wasis .....	54 00	"	Iron	480 47	254 71	Mead'ws., G.B.	"
Waterwitch .....	19 80	"	Wood	90 38	61 46	Dartm'th. N.S.	" waterboat, Hal. har.
Coastguard .....	16 60	"	"	72 23	49 12	Shelburne, N.S.	" frt., coasting.
Pioneer .....	1 87	"	"	15 27	10 70	Mah'ne B., N.S.	" fishing
Mary Jane .....	9 63	"	"	25 86	17 58	Moank, U.S.A.	"
Granville .....	24 00	"	"	133 74	49 31	Shelburne, N.S.	" pass.
Dawson .....	13 50	"	"	37 25	16 99	"	" fishing
Alice Maud .....	16 60	"	"	44 84	30 46	"	" tug
Total .....	322 26			1,746 55	753 74		

HALIFAX, N.S.

J. P. ESDAILE,  
*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1904, their Class and Horse power, whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

Name of Vessel.	Horse power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how employed.
Premier. ....	6·00	Screw, tug	Wood.....	8·70	5·92	Chatham, N.B.	On Miramichi river, tug.
David R. ....	12·00	" "	" .....	25·27	16·01	Newcastle, "	" " " "
B. E. Waring. ....	40·00	St. wh. pas	" .....	592·59	373·33	St. John, "	St. John river, pass. & frt.
Senlac. ....	66·6	Screw, pas	" .....	1010·74	687·30	" "	Coasting pass. and frt.
R. R. Call. ....	8·00	" tug	" .....	23·16	15·75	Chatham, N.B.	On Miramichi river, tug.
Allan Sewell. ....	4·10	" "	" .....	11·59	7·88	Oromocto, "	St. John river, tug.
Total. ....	136·70			1672·05	1106·00		

C. E. DALTON,  
*Steamboat Inspector.*

## BRITISH COLUMBIA DIVISION. -

Pilot. ....	1·4	Screw, tug	Wood.....	7·80	5·31	Pilot Bay, B.C.	Towing, Kootenay lake.
Irene. ....	6·6	" "	" .....	28·95	19·69	Nakusp, "	" Columbia river.
Ptarmigan. ....	4·3	S. wh. f.p.	" .....	246·45	155·37	Golden, "	Frt., pass., Up. Col. river
Maude Annis. ....	4·0	Screw, tug	" .....	22·54	15·33	Annis, "	Towing, Shuswap lake.
Kelowna. ....	4·3	T. " "	" .....	65·38	44·46	Kelowna, "	" Okanagan lake.
Flossie. ....	3·0	Yacht. ....	" .....	4·64	3·16	Vancouver, "	Fraser river.
Prin. Beatrice. ....	124·0	Sc. f. & p.	" .....	1289·51	635·00	Victoria, "	Frt., pass., Can. & for' p'ts
Aimé. ....	3·4	Screw, tug	" .....	8·56	5·83	Chemainus, "	Towing, coast, B.C.
Constance. ....	2·2	" "	" .....	11·17	7·60	Vancouver, "	" " "
Yale. ....	16·0	" "	" .....	36·28	24·68	Nakusp, "	" Columbia river.
Geo. F. Piper. ....	16·6	" f.&p.	" .....	70·15	57·71	" "	Frt. & pass., Columbia r'r.
Smuggler. ....	5·0	" tug	" .....	15·97	9·86	" "	Towing, Columbia river.
Bute. ....	3·2	" "	" .....	48·86	26·00	" "	" coast, B.C.
Forager. ....	13·3	" "	" .....	89·57	57·31	Victoria, "	" " "
Dominion. ....	6·9	" pas.	" .....	17·58	10·00	" "	Pass. Victoria harbour.
Total. ....	214·3			1963·41	1077·31		

J. A. THOMSON,  
*Steamboat Inspector.*

## QUEBEC DIVISION.

No vessels added.



4-5 EDWARD VII., A. 1905

STATEMENT of the Number of Steam Vessels added to the Dominion during the Year ended June 30, 1904, their Class and Horse power, whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

## VANCOUVER AND YUKON DIVISION.

Name of Vessel.	Horse power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where Built.	Where and how employed.
Ariadne.....	1 5	Screw ....	Wood.....	14	9	Vancouver ..	B.C. waters, yacht.
Rustler.....	0 8	" .....	" .....	13	9	" .....	" .....
Reliance.....	1 6	" .....	" .....	8	6	" .....	" .....
Lily.....	3 2	" .....	" .....	12	8	" .....	" .....
Sendai.....	5 6	" .....	" .....	14	10	" .....	" tug.
Coutli.....	28 1	" .....	" .....	99	68	" .....	" .....
Squid.....	11 2	" .....	" .....	60	41	" .....	" freight.
Clarence.....	2 4	" .....	" .....	13	9	" .....	" tug.
Alice.....	4 1	" .....	" .....	11	7	" .....	Burrard inlet, passenger.
Colleen Andre..	1 2	Gas, screw	" .....	5	3	" .....	" .....
Pheasant.....	7 2	St., wheel.	" .....	251	158	N. Westmins'r	Fraser river, pass. & frt.
Lark.....	8 4	" .....	" .....	58	37	" .....	" frt.
Queen of Pacific	6 0	Screw .....	" .....	78	53	Ballard, U.S.	B.C. waters, frt.
Escort No. 2...	61 0	" .....	" .....	192	137	Coos Bay, U.S	" tug.
Total.....	132 3			858	549		

F. M. RICHARDSON,

*Steamboat Inspector, Vancouver, B.C.*

## KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES.

Frank Marshall	3 3	Screw ....	Wood.....	29 76	26 24	Rat Portage ..	Lake of the Woods, fish tug
Scud .....	3 3	" .....	" .....	32 05	21 56	" .....	" .....
Hunter.....	1 2	" .....	" .....	11 30	7 64	" .....	" .....
Day Star.....	0 5	" .....	" .....	13 47	9 16	" .....	priv. yac't
Grace B. ....	1 7	" .....	" .....	20 19	13 73	" .....	tug.
Algoma.....	3 3	" .....	" .....	68 59	46 56	Fort Frances .	Rainy lake, tug.
Welcome.....	8 8	" .....	" .....	36 23	24 64	" .....	" .....
Margarete. ....	0 83	" .....	" .....	5 75	3 92	" .....	private yacht.
Wolverine. ....	31 8	" .....	" .....	278 32	189 26	Selkirk.....	Lake Winnipeg, pass., frt.
Redwing.....	5 2	" .....	" .....	23 14	15 74	" .....	" .....
Tempest.....	14 0	" .....	" .....	74 66	50 55	" .....	" tug.
Cygnets.....	2 0	" .....	" .....	20 76	14 12	" .....	" fish.
J. Dudley.....	18 0	" .....	" .....	52 47	35 66	Buffalo, N.Y.	Thunder bay, tug.
Northern Light	0 8	" .....	" .....	16 03	10 91	Rat Portage..	Eagle lake, "
Carberry.....	6 6	" .....	" .....	61 78	41 02	The Landing..	Lake Manitoba "
Isabell.....	4 4	" .....	" .....	40 73	27 70	Winnipegosis.	" Winnipegosis, tug.
Caraboo.....	4 1	" .....	" .....	28 65	19 49	Fort Smith...	Mackenzie river, frt.
Eva.....	6 4	" .....	" .....	49 82	28 44	" .....	" .....
Primrose.....	1 7	" .....	" .....	8 90	6 06	" Chipewyan	Lake Athabasca, "
St. Charles ..	6 0	" .....	" .....	28 79	19 50	Peace River ..	Peace River, "
Total.....	123 93			901 39	605 90		

GEO. P. PHILLIPS,

*Steamboat Inspector.*

## SESSIONAL PAPER No. 23

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ending June 30, 1904, and where and how employed.

## WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
B. W. Aldrich.....	Lakes, tug.....	41	Screw, dismantled.
Pittsburg.....	" passenger.....	1,349	Paddle, burned.
Maud.....	Georgian bay, passengr. ....	40	Screw, dismantled.
Conqueror.....	" tug.....	25	" "
Viola.....	" yacht.....	68	" "
Carlton.....	" tug.....	8	" "
H. R. Dixon.....	Lake Superior, passenger.....	483	" burned.
Atlantic.....	Georgian bay, ".....	683	" "
Masonic.....	" ".....	39	" dismantled.
Lillie.....	" tug.....	50	" "
Joe Milton.....	" passenger.....	93	" stranded and burned.
Yacht Maida.....	" tug.....	2	" dismantled.
Thislte.....	Toronto bay, passenger.....	78	Paddle, sunk.
Morning Star.....	" tug.....	5	Screw, dismantled.
Ocean Lily.....	Lake Huron, tug.....	3	" sunk.
Earl.....	" fishing tug.....	18	" dismantled.
Kate Murray.....	Muskoka lakes, tug.....	3	" "
C. H. Merritt.....	Soo river, passenger.....	122	" sunk.
Total.....		3110	

JOHN DODDS,  
E. W. McKEAN,  
JAS. B. STEWART,  
*Steamboat Inspectors, Toronto, Ont.*

## EAST ONTARIO DIVISION.

Vesta.....	Bay of Quinté, yacht.....	7 80	Screw, hull used up.
Maud L.....	River St. Lawrence, tug.....	14 05	" "
Startled Fawn.....	Bay of Quinté, yacht.....	25 49	" "
Total.....		47 34	

THOS. P. THOMPSON,  
*Steamboat Inspector.*

## MONTREAL DIVISION.

G. B. Pattee.....	Deschene Lake, tug.....	30	Screw, unfit for service.
Maid of the Mill.....	Wahnapitae Lake, tug.....	8	" "
Owl.....	Memphremagog Lake, yacht ..	4	" "
Daniel McLaughlin.....	Chats Lake, tug.....	22	Paddle, "
Olive.....	Ottawa River, pass., and frt....	213	Screw, "
H. M. Mixer.....	" tug.....	30	" "
Total.....		307	

WM. LAURIE,  
LOUIS ARPIN,  
*Steamboat Inspectors.*

4-5 EDWARD VII., A. 1905

STATEMENT of Steam Vessels lost, broken up, or laid up, &c.—*Continued.*

## QUEBEC DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Mersey.....	Tug on her way from Quebec to Manicouagan.	56	Tug, lost on the Manicouagan's shoals.
Undine.....	Towing on Lake St. John. ....	17	Tug, broken up.
Total.....		73	

JOS. SAMSON,

*Steamboat Inspector, Quebec.*

## NOVA SCOTIA DIVISION.

Tusket.....	Tusket river, tug.....	3·04	Tug, broken up.
Maple Leaf.....	Pictou harbour, ferry.....	129·06	Ferry boat, broken up.
Bessie.....	Minas basin, tug.....	10·45	Tug, " "
David Duncan.....	Weymouth river, tug.....	20·59	" " "
Lennox.....	Lennox passage, ferry.....	66·29	Ferry boat, broken up.
Lion.....	Pugwash, tug.....	19·82	Tug, sunk and abandoned.
Henry Hover.....	Halifax harbour, tug.....	54·64	" sunk in collision.
Daisy.....	Sydney " water boat...	10·74	Water boat broken up.
Newfoundland.....	Coasting, freight.....	918·75	Freight boat, sold to foreigners.
Total.....		1133·38	

J. P. ESDAILE,

*Steamboat Inspector, Halifax, N.S.*

## NEW BRUNSWICK AND PRINCE EDWARD ISLAND DIVISION.

David Weston ..	St. John river, passenger.....	735·15	Paddle, total loss by fire.
Elliott.....	Coasting and foreign.....	367·50	Screw, wrecked in Gulf of St. Lawrence.
Meta.....	St. John river, yacht.....	5·05	" yacht, broken up, machinery taken out.
Carrie Knight .	" " tug ..	5·88	Screw, tug, destroyed by fire.
Total.....		1113·58	

C. E. DALTON,

*Steamboat Inspector.*



## SESSIONAL PAPER No. 23

STATEMENT of Steam Vessels lost, broken up or laid up, &c.—*Concluded.*

## BRITISH COLUMBIA DIVISION.

Name of Vessel.	Where and how last employed.	Gross Tonnage.	Class of Vessel and reason of Unfitness.
Mermaid.....	Vancouver and Jervis inlet....	129	Screw, lost, sunk after stranding.
Haylis.....	Towing Kootenay lake.....	44	" burnt.
Illicillewaet.....	Frt., and pass., Columbia river.	98	Stern wheel, broken up.
Lytton.....	" " " "	452	" " "
Princess Louise.....	" " Victoria and New Westminster.	932	" laid up, boilers cond'nd.
Total .....		1655	

J. A. THOMSON,

*Steamboat Inspector.*

## BRITISH COLUMBIA AND YUKON DIVISION.

Dreadnought.....	B.C. waters, tug.....	33	Screw, condemned.
North Star.....	Fraser river, ".....	8	" sunk and lost.
Champion.....	B.C. waters, freight.....	100	" destroyed by fire.
Lois.....	" tug.....	25	" wrecked.
Sybil .....	Yukon river, frt., and pass. ....	654	Stern wheel, dismantled.
Total .....		820	

F. M. RICHARDSON,

*Steamboat Inspector, Vancouver, B.C.*

## KEEWATIN, MANITOBA AND NORTH-WEST TERRITORIES DIVISION.

Miles.....	Tug, Lake Winnipeg.....	60'04	Screw, hull condemned.
Sir W. C. Van Horne...	" " of the Woods.....	59'91	" "
James Mayhew.....	" " Superior.....	16'49	" "
Minota.....	Fish tug, Lake Superior.....	34'95	" "
Ida.....	" " ".....	19'37	" "
Almidia.....	" " ".....	7'60	" "
Forrester.....	Tug and frt., Thunder Bay....	5'23	" "
Inza.....	Tug, " ".....	8'79	" "
Lilly .....	Tug, Lake of the Woods.....	1'62	" "
Grace B.....	Yacht, " ".....	21'18	" Burnt.
Keewatin.....	Tug, " ".....	41'25	" "
Gertie H.....	Pass., and frt., Red River.....	90'95	Paddle "
Isabell.....	Tug, Lake Winnipegosis.....	53'92	Screw, hull condemned.
Total .....		424'30	

GEO. P. PHILLIPS,

*Steamboat Inspector.*

4-5 EDWARD VII., A. 1905

## LIST of Certificates of Competency and Temporary Certificates granted to Engineers of Steamboats during the year ended June 30, 1904.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1903.					\$ cts.
3439	July 13.	John McGraw .....	Temporary...	Brockville, Ont. ....	Brockville, O.	2 00
3440	" 13.	R. H. McCaw .....	" .....	North Bay, Ont. ....	Montreal, Que	2 00
3441	" 13.	Jos. Petitchere .....	" .....	Wisawasa, Ont. ....	Callandar, Ont	2 00
3442	" 13.	John E. Leduc .....	" .....	Ottawa, Ont. ....	L'Orignal, Ont	2 00
3443	" 13.	Fred Windsor .....	" .....	Callandar, Ont. ....	Callandar, Ont	2 00
3444	" 13.	Henry E. Hudson .....	" .....	Combermere, Ont. ....	Combermere, O	2 00
3445	" 13.	Chas. C. Pilkey .....	" .....	Vancouver, B.C. ....	Vancouver, BC	2 00
3446	" 13.	Martin Graber .....	" .....	Pembroke, Ont. ....	Pembroke, Ont	2 00
3447	" 13.	Fred. Huck .....	" .....	Rockport, Ont .....	Kingston, Ont.	2 00
3448	" 13.	E. C. Rutherford .....	" .....	Orillia, Ont. ....	Orillia, Ont...	2 00
3449	" 13.	M. J. Crosby .....	4th Class .....	St. Catharines, Ont. ....	Toronto, Ont..	5 00
3450	" 13.	L. R. Unsworth .....	2nd " .....	Charlottetown, P.E.I..	Quebec, Que..	5 00
3451	" 15.	John A. McKian .....	3rd " .....	Midland, Ont. ....	Midland, Ont.	5 00
3452	" 15.	John McCaw .....	Temporary .....	Dorset N.R., Ont. ....	North Bay, O.	2 00
3453	" 15.	B. Moreau .....	" .....	Waubushene, Ont. ....	Midland, Ont.	2 00
3454	Aug. 4.	Wm. Buchanan .....	" .....	Lake Edward, Que. ....	L'ke Edward, Q	2 00
3455	" 4.	Adhemar Duguay .....	" .....	Roberval, Que. ....	Roberval, Que	2 00
3456	" 4.	Jos. Gagnon .....	" .....	Ste. Anne de Chicoutimi, Que.	Ste. Anne de Chicoutimi, Q	2 00
3457	" 4.	Oscar Seguin .....	" .....	Mont Oscar, Que. ....	Montreal, Que	2 00
3458	" 4.	Wm. Morton .....	4th Class .....	Montreal Que .....	" ..	5 00
3459	" 4.	H. R. Stevens .....	Temporary .....	Huntsville, Ont. ....	Huntsville, O.	2 00
3460	" 4.	John R. Brown .....	" .....	Penetanguishene, Ont. ....	Toronto, Ont..	2 00
3461	" 4.	Wm. Seney .....	" .....	Parry Sound, Ont. ....	Parry Sound, O	2 00
3462	" 4.	C. W. Bowerman .....	" .....	Port Perry, Ont. ....	Lindsay, Ont.	2 00
3463	" 4.	Wm. Hungerford .....	" .....	Lindsay, Ont. ....	" ..	2 00
3464	" 4.	Geo. E. Hull .....	" .....	Clarina, Ont. ....	Lakefield, Ont.	2 00
3465	" 11.	Geo. Woodward .....	" .....	Melbourne, Que. ....	N'rth Hatley, Q	2 00
3466	" 11.	Ed. Dawson .....	4th Class .....	Montreal, Que. ....	Montreal, Que	5 00
3467	" 18.	Archibald McLeod .....	Temporary .....	Big Glace Bay, N.S. ....	N. Sydney, C.B	2 00
3468	" 18.	Pius Z. Boudreau .....	" .....	Tusket Wedge, N.S. ....	Yarmouth, NS	2 00
3469	" 27.	Edwin J. Riley .....	3rd Class .....	Owen Sound, Ont. ....	Toronto, Ont..	5 00
3470	" 27.	Hugh McMillan .....	Temporary .....	Sault Ste. Marie, Ont. ....	S'te Marie, O	2 00
3471	" 29.	Jean B. Houde .....	" .....	Sorel, Que. ....	Montreal, Que	2 00
3472	Sept. 3.	Peter Brown .....	" .....	Lake Megantic, Que. ....	L. Megantic, Q	2 00
3473	Oct. 2.	H. N. Alexander .....	4th Class .....	Vancouver, B.C. ....	Vancouver, BC	5 00
3474	" 2.	Ed. Stevenson .....	4th " .....	Dawson, Y.T. ....	Dawson, Y.T.	5 00
3475	Nov. 12.	Theophile Côté .....	Temporary .....	Grandes Piles, Que. ....	Quebec, Que..	2 00
3476	Oct. 7.	John Andrechek .....	" .....	Killaloo, Ont. ....	New Lisk'rd, O	2 00
3477	" 7.	Ed. Cloutier .....	" .....	Sorel, Que. ....	Lachine, Que.	2 00
3478	" 7.	Chas. M. Black .....	4th Class .....	Victoria, B.C. ....	Victoria, B.C.	5 00
3479	Nov. 22.	Wm. Swayne .....	Temporary .....	Morrisburg, Ont .....	Temiscaming O	2 00
3480	Nov. 2.	Henry T. Flett .....	2nd Class .....	Victoria, B.C. ....	Victoria, B.C.	5 00
3481	" 2.	Mathias Roy .....	4th " .....	St. Valier, Que. ....	Quebec, Que..	5 00
3482	" 2.	Louis Morton .....	Temporary .....	Rat Portage, Ont. ....	Rat Portage, O	2 00
3483	" 2.	Nap. Lazure .....	3rd Class .....	Ste. Cunegonde, Que. ....	Montreal, Que	5 00
3484	" 2.	Frank McConville .....	2nd " U.K. ....	New Zealand .....	Quebec, Que..	5 00
3485	" 12.	Norbert Gingras .....	3rd " .....	Champlain, Que. ....	" ..	5 00
3486	" 12.	Geo. Stewart .....	3rd " .....	Victoria, B.C. ....	Victoria, B.C.	5 00
3487	" 12.	John E. Watkins .....	4th " .....	Vancouver, B.C. ....	Vancouver, BC	5 00
3488	" 12.	Duncan Stewart .....	4th " .....	" .....	" ..	5 00
3489	" 12.	Wm. Cresswell .....	4th " .....	" .....	" ..	5 00
3490	" 12.	Remi Boucher .....	4th " .....	Bienville, Que. ....	Quebec, Que..	5 00
3491	" 12.	Albert D. Hobson .....	4th " .....	Vancouver, B.C. ....	Vancouver, BC	5 00
3492	Dec. 16.	Alph. Derochers .....	2nd " .....	St. Agapit, Que. ....	Sorel, Que...	5 00
3493	Dec. 11.	Thos. W. Whiteley .....	Temporary .....	Sombra, Ont. ....	Sombra, Ont..	2 00
3494	" 11.	Geo. Lee .....	" .....	Point Edward, Ont. ....	Sarnia, Ont...	2 00
3495	" 11.	Louis Williams .....	4th Class .....	Warton, Ont .....	Toronto, Ont..	5 00
3496	" 11.	John O. Armstrong .....	3rd " .....	Sault Ste. Marie, Ont. ....	S'te Marie, O	5 00
3497	" 11.	Thos. S. Moffat .....	1st " U.K. ....	Victoria, B.C. ....	Victoria, B.C.	5 00
3498	" 11.	John L. Physick .....	4th " .....	Vancouver, B.C. ....	Vancouver, BC	5 00
3499	" 29.	Alfred J. Erskine .....	3rd " .....	Victoria, B.C. ....	Victoria, B.C.	5 00
3500	" 29.	Francis Rousseau .....	3rd " .....	Ste. Apollinaire, Que. ....	Quebec, Que..	5 00
3501	" 29.	Geo. Ed. Wilson .....	4th " .....	Waubushene, Ont. ....	Midland, Ont.	5 00
3501	" 31.	Geo. D. Ramsay .....	4th " .....	Victoria, B. C. ....	Victoria, B.C..	5 00



## SESSIONAL PAPER No. 23

LIST of Certificates of Competency granted to Engineers of Steamboats, &amp;c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1903.					\$ cts.
3502	Dec. 31.	Thos. G. Bishop.....	4th Class.	Garden Island, Ont.....	Kingston, O.	5 00
3503	" 31.	Richard A. Sholes.....	4th "	Victoria, B. C.....	Victoria, B.C.	5 00
3504	" 31.	John Woodruff.....	4th "	".....	"	5 00
3505	" 31.	Wm. J. Landrigan.....	4th "	Midland, Ont.....	Toronto, Ont.	5 00
3506	" 31.	Wm. Johnston.....	4th "	Toronto, Ont.....	"	5 00
3507	" 31.	Albert Martin.....	4th "	Gravenhurst, Ont.....	"	5 00
3508	" 31.	Geo. Rene de Cotret.....	2nd "	Montreal, Que.....	Montreal, Que	5 00
3509	" 31.	Albert Ed. Collins.....	3rd "	Collingwood, Ont.....	Toronto, Ont.	5 00
3510	" 31.	A. Bucknam.....	Temporary	Rat Portage, Ont.....	Rat Portage, O	2 00
3511	" 31.	Chas. H. Clay.....	"	Vancouver, B. C.....	Vancouver, BC	2 00
	1904.					
3512	Jan. 15.	P. C. T. Bonham.....	3rd Class.	Owen Sound, Ont.....	Toronto, Ont.	5 00
3513	" 15.	Geo. D. Adam.....	4th "	Hawkstone, Ont.....	"	5 00
3514	" 15.	Julian P. Bourne.....	3rd "	Vancouver, B. C.....	Vancouver, BC	5 00
3515	" 15.	Chas. A. McWilliam.....	3rd "	Kingston, Ont.....	Kingston, Ont.	5 00
3516	" 15.	Chas. L. Goodwin.....	4th "	Springford, Ont.....	Toronto, Ont.	5 00
3517	" 15.	Chas. H. Waller.....	2nd " U.K.	Victoria, B.C.....	Victoria, B.C.	5 00
3518	" 15.	Thos. Raper.....	2nd " U.K.	Vancouver, B. C.....	Vancouver, BC	5 00
3519	" 15.	R. P. Urquhart.....	4th "	Owen Sound, Ont.....	Toronto, Ont.	5 00
3520	" 15.	Wm. F. Lenihan.....	4th "	Waubausheene, Ont.....	"	5 00
3521	" 15.	John Leonard.....	Temporary	Indiantown, N. B.....	St. John, N. B	2 00
3522	" 19.	Rollie Mullin.....	4th Class.	Garden Island, Ont.....	Kingston, Ont	5 00
3523	" 20.	Wm. Pans.....	2nd "	Penetanguishene, Ont.....	Toronto, Ont.	5 00
3524	" 20.	Alex. Wilson.....	2nd "	St. John, N. B.....	St. John, N. B	5 00
3525	" 20.	Thos. Timlin.....	3rd "	Morton, Ont.....	Kingston, Ont.	5 00
3526	" 20.	Dillwith Simmons.....	4th "	Garden Island, Ont.....	"	5 00
3527	Feb. 24.	A. I. Ross.....	4th "	Dartmouth, N.S.....	Halifax, N.S.	5 00
3528	" 24.	Frank R. Butler.....	4th "	Halifax, N. S.....	"	5 00
3529	" 24.	Henry R. Hustable.....	4th "	Dartmouth, N.S.....	"	5 00
3530	" 24.	Chas. T. Moore.....	4th "	Vancouver, B. C.....	Vancouver, BC	5 00
3531	" 24.	W. E. H. Perrin.....	3rd "	McNab's Island, N. B.....	Halifax, N.S.	5 00
3532	" 24.	Francis Belaire.....	3rd "	Sorel, Que.....	Sorel, Que.....	5 00
3533	" 24.	Wm. A. Lebeau.....	3rd "	".....	"	5 00
3534	" 24.	Narcisse Hamelin.....	3rd "	Three Rivers, Que.....	Quebec, Que.	5 00
3535	" 24.	Ira Ramson.....	3rd "	Vancouver, B. C.....	Vancouver, BC	5 00
3536	" 24.	Thos. B. Stewart.....	3rd "	".....	"	5 00
3537	" 24.	Chas. H. Clay.....	3rd "	".....	"	5 00
3538	" 24.	Louis Toupin.....	2nd "	Champlain, Que.....	Quebec, Que..	5 00
3539	" 24.	Octave Lahaye.....	2nd "	Village Bienville, Que.....	"	5 00
3540	" 27.	Sanford Ashie.....	4th "	Garden Island, Ont.....	Kingston, Ont	5 00
3541	" 27.	R. V. Langheed.....	4th "	Collingwood, Ont.....	Toronto, Ont..	5 00
3542	" 27.	Peter Paton.....	4th "	".....	"	5 00
3543	" 27.	Alfred Shaw.....	4th "	Thessalon, Ont.....	Thessalon, Ont	5 00
3544	" 27.	David Leslie.....	2nd "	Kingston, Ont.....	Kingston, Ont.	5 00
3545	" 27.	Wm. W. Robertson.....	2nd "	Owen Sound, Ont.....	Toronto, Ont.	5 00
3546	" 27.	Frederick Lafave.....	3rd "	Kingston, Ont.....	Kingston, Ont	5 00
3547	" 27.	Luke Whalen.....	3rd "	".....	"	5 00
3548	" 27.	T. Mongrain.....	4th "	Champlain, Que.....	Montreal, Que	5 00
3549	" 27.	A. Carpentier.....	3rd "	".....	"	5 00
3550	" 29.	Thos. Ed. King.....	1st " U.K.	Sydney, N.S.W.....	Victoria, B. C.	5 00
3551	Mch. 4.	Roy Milligan.....	4th "	St. Catharines, Ont.....	Toronto, Ont..	5 00
3552	" 4.	Jos. R. Marshall.....	4th "	Toronto, Ont.....	"	5 00
3553	" 4.	Jos. Kirk.....	4th "	Hamilton, Ont.....	"	5 00
3554	" 4.	Jas. D. Small.....	4th "	".....	"	5 00
3555	" 4.	Robt. Craigie.....	3rd "	Goderich, Ont.....	"	5 00
3556	" 4.	Emerson Wright.....	2nd "	St. Catharines, Ont.....	"	5 00
3557	" 7.	Russell R. Foote.....	4th "	Owen Sound, Ont.....	"	5 00
3558	" 7.	Ed de Quincey Proctor.....	4th "	Meaford, Ont.....	"	5 00
3559	" 7.	John T. Myler.....	3rd "	Collingwood, Ont.....	"	5 00
3560	" 17.	Jos. McLaughlin.....	3rd "	Toronto, Ont.....	"	5 00
3561	" 17.	Camille Salvas.....	3rd "	St. Thomas de Pierrev. Q.	Montreal, Que.	5 00
3562	" 17.	Thos. Yielding.....	3rd "	Vancouver, B. C.....	Vancouver, BC	5 00
3563	" 17.	Delbert Becker.....	3rd "	".....	"	5 00
3564	" 17.	Lawrence Black.....	3rd "	Brockville, Ont.....	Kingston, Ont	5 00
3565	" 17.	Wm. Burgoyne.....	Temporary	Fenelon Falls, Ont.....	"	2 00
3566	" 17.	Geo. H. Martin.....	4th Class	Vancouver, B. C.....	Vancouver, BC	5 00



## List of Certificates of Competency granted to Engineers of Steamboats, &amp;c.—Continued.

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
3567	" 17.	John A. Murphy.....	4th Class	Midland, Ont.....	Toronto, Ont.	5 00
3568	" 17.	T. E. McEwen.....	4th "	Toronto, Ont.....	"	5 00
3569	" 17.	Jas. Robertson.....	4th "	Vancouver, B. C.....	Vancouver, BC	5 00
3570	" 17.	John Hicks.....	4th "	Wild Oak, Man.....	Rat Portage, O	5 00
3571	Mar. 17.	Fred Frenzen.....	4th class	Vancouver, B.C.....	Vancouver	5 00
3572	" 17.	John L. Williams.....	4th "	Kingston, Ont.....	Kingston, Ont	5 00
3573	" 17.	Jos. G. Blanchet.....	4th "	Quebec, Que.....	Quebec, Que.	5 00
3574	" 17.	Alex. Wm. Dow.....	4th "	Victoria, B.C.....	Victoria, B.C.	5 00
3575	" 17.	Swan Peterson.....	4th "	Nelson, B.C.....	"	5 00
3576	" 21.	Wm. P. Collins.....	2nd " U.K.	Halifax, N.S.....	Halifax, N.S.	5 00
3577	" 21.	Chas. Campbell.....	4th "	Pictou, N.S.....	"	5 00
3578	" 21.	T. J. Spofforth.....	4th "	Halifax, N.S.....	"	5 00
3579	" 21.	Ed. Clark.....	4th "	Charlottetown, P.E.I.....	"	5 00
3580	" 21.	Jas. Pushie.....	4th "	Glance Bay, C.B.....	"	5 00
3581	" 21.	Frank Krafve.....	Temporary	Barrington, N.S.....	"	2 00
3582	" 21.	R. J. Riley.....	"	Annapolis Royal, N.S.....	"	2 00
3583	" 21.	R. J. Wickins.....	"	Huntsville, Ont.....	Toronto, Ont.	2 00
3584	" 24.	Jas. Leonard.....	3rd Class.	Goderich, Ont.....	"	5 00
3585	" 24.	John E. Bell.....	3rd "	Port Dalhousie, Ont.....	"	5 00
3586	" 24.	Omer Croteau.....	3rd "	Ste. Appollinaire, Que.....	Quebec, Que..	5 00
3587	" 24.	Phillippe Blette.....	3rd "	Sorel, Que.....	Sorel, Que	5 00
3588	" 24.	Albert L. Carr.....	4th "	Port Dalhousie, Ont.....	Toronto, Ont.	5 00
3599	" 24.	Robt. H. Isbester.....	4th "	Goderich, Ont.....	"	5 00
3590	" 24.	Edward Spencer.....	4th "	Kingston, Ont.....	Kingston, Ont	5 00
3591	" 24.	Geo. Tuttle.....	4th "	"	"	5 00
3592	" 24.	Saml. Brault.....	4th "	Sorel, Que.....	Sorel, Que.....	5 00
3593	" 24.	Xavier Begin.....	4th "	Village Lauzon, Que.....	Quebec, Que..	5 00
3594	" 24.	Joe. Labreque.....	4th "	"	"	5 00
3595	" 24.	Alcide Langlois.....	4th "	Sorel, Que.....	Sorel, Que.....	5 00
3596	" 24.	Arthur Hamelin.....	4th "	St. Joseph, Que.....	"	5 00
3597	" 24.	Isaac J. Boynton.....	Temporary	Bobcaygeon, Ont.....	Belleville, Ont	2 00
3598	" 24.	Alex. G. Cameron.....	3rd Class.	Chatham, N.B.....	St. John, N.B.	5 00
3609	" 21.	E. J. McBeth.....	3rd "	St. John, N.B.....	"	5 00
3600	" 24.	D. J. Gallagher.....	2nd "	"	"	5 00
3601	" 28.	T. A. Rothwell.....	Temporary	Edmonton, N.W.T.....	Ft. Resolution	2 00
3602	" 28.	John Kelsoe.....	"	Huntsville, Ont.....	Toronto, Ont.	2 00
3603	" 28.	Sydney T. Hubbard.....	"	Edmonton, N.W.T.....	Edmonton.....	2 00
3604	" 28.	Robt. Downie.....	2nd Class U.K.	Halifax, N.S.....	Halifax, N.S.	2 00
3605	" 28.	Geo. T. Bates.....	3rd "	"	"	4 00
3606	" 28.	Saml. Wm. Nokes.....	3rd "	Thessalon, Ont.....	Thessalon, Ont	5 00
3607	" 28.	Jos. Caron.....	4th "	St. Roch, Quebec.....	Quebec, Que..	5 00
3608	" 28.	Alex. Fowler.....	4th "	Montreal, Que.....	Montreal, Que	5 00
3609	" 28.	Noe Rousseau.....	3rd "	St. Appollinaire, Que.....	Quebec, Que..	5 00
3610	" 30.	Allan McD. Kennedy.....	4th "	Halifax, N.S.....	Halifax, N.S.	5 00
3611	" 30.	Arthur Davies.....	4th "	Poole's Resort, Ont.....	Kingston, Ont	5 00
3612	" 30.	J. S. McLennan.....	4th "	Glance Bay, N.S.....	Halifax, N.S.	5 00
3613	" 30.	D. M. Eisnor.....	4th "	Blockhouse, N.S.....	"	5 00
3614	April 2.	John Youngston.....	3rd "	Toronto, Ont.....	Toronto, Ont.	5 00
3615	" 2.	Jas. Currie.....	3rd "	"	"	5 00
3616	" 11.	Arthur Seguin.....	Temporary	Hudson, Que.....	Montreal, Que	2 00
3617	" 11.	W. R. Rogers.....	"	Esplanola, Que.....	S'te Marie O	2 00
3618	" 11.	Walter Langille.....	"	Pictou, N.S.....	Halifax, N.S.	2 00
3619	" 11.	Arthur McCann.....	"	Wallace, N.S.....	"	2 00
3620	" 11.	Adelard Gagnon.....	"	Rat Portage; Ont.....	Rat Portage, O	2 00
3621	" 11.	Jas. E. Lunan.....	2nd Class.	Montreal, Que.....	Montreal, Que	5 00
3622	" 11.	Arthur Begin.....	3rd "	Village Lauzon, Que.....	Quebec, Que..	5 00
3623	" 11.	Hugh Myler.....	2nd "	Collingwood, Ont.....	Toronto, Ont.	5 00
3624	" 11.	Geo. F. Wheeler.....	4th "	Toronto, Ont.....	"	5 00
3625	" 11.	R. S. Debernardi.....	4th "	Port Arthur, Ont.....	Port Arthur, O	5 00
3626	" 11.	W. J. Alexander.....	4th "	Moore Post Office, Ont.....	Toronto, Ont.	5 00
3627	" 11.	John E. Phelan.....	4th "	Collingwood, Ont.....	"	5 00
3628	" 11.	W. S. Archibald.....	4th "	Hamilton, Ont.....	"	5 00
3629	" 11.	F. G. Gowland.....	4th "	Collingwood, Ont.....	"	5 00
3630	" 11.	David A. Good.....	4th "	Victoria, B.C.....	Victoria, B.C.	5 00
3631	" 27.	Harry A. Brown.....	4th "	Village Lauzon, Que.....	Quebec, Que..	5 00
3632	" 27.	Henry H. Moore.....	4th "	Toronto, Ont.....	Toronto, Ont.	5 00
3633	" 27.	Abraham Routly.....	4th "	Windsor, Ont.....	Windsor, Ont.	5 00
3634	" 27.	W. J. C. Marron.....	4th "	Collingwood, Ont.....	Toronto, Ont.	5 00

## SESSIONAL PAPER No. 23

LIST of Certificates of Competency granted to Engineers of Steamboats, &c.—*Concluded.*

Number of Certificate.	Date of Certificate.	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1904.					\$ cts.
3635	" 27.	Allan Gibson.....	4th "	West Toronto.....	" ..	5 00
3636	" 27.	Romeo Daigle.....	4th "	Leclercville, Que.....	Quebec, Que..	5 00
3637	" 27.	Alfred T. McCall.....	4th "	Rat Portage, Ont.....	Rat Portage..	5 00
3638	" 27.	Angus McRae.....	4th "	Selkirk, Man.....	Selkirk, Man..	5 00
3639	" 27.	Walter Heay.....	4th "	Vancouver, B.C.....	Vancouver..	5 00
3640	" 27.	Wm. M. Cameron.....	4th "	Victoria, B.C.....	" ..	5 00
3641	" 27.	Roland F. Link.....	Temporary	Gravenhurst, Ont.....	Toronto, Ont..	2 00
3642	April 27.	Albert Wright.....	Temporary	Rat Portage, Ont.....	Rat Portage, O	2 00
3643	" 27.	F. J. Shapcott.....	"	Lady Bank P.O., Ont.....	Killarney, Ont	2 00
3644	" 27.	Irenée Rivard.....	"	Grandes Piles, Que.....	Gr'ndes Piles Q	2 00
3645	" 27.	Jas. W. Brown.....	"	Wabigoon, Ont.....	Rat Portage, O	2 00
3646	" 27.	Edouard Rivard.....	"	Grandes Piles, Que.....	Gr'ndes Piles Q	2 00
3647	" 27.	Frank X. Blake.....	3rd Class	Fort Erie, Ont.....	Toronto, Ont..	5 00
3648	" 27.	D. A. Morrison.....	3rd "	Point Tupper, N.S.....	Halifax, N.S..	5 00
3649	" 27.	Alex. Brown.....	3rd "	Vancouver, B.C.....	Vancouver, BC	5 00
3650	" 27.	Adolphe Rousseau.....	3rd "	Ste. Apollinaire, Que.....	Quebec, Que..	5 00
3651	" 27.	Adelard Lapointe.....	2nd "	Village Lauzon, Que.....	" ..	5 00
3652	" 27.	John G. Clark.....	1st " U.K.	Charlottetown, P.E.I.....	Halifax, N.S..	5 00
3653	May 3.	Saml. T. Grose.....	3rd "	Winnipeg, Man.....	Rat Portage, O	5 00
3654	" 10.	Jas. Ausman.....	Temporary	Comaplis, B.C.....	Victoria, B.C.	2 00
3655	" 10.	Wm. Spicer.....	"	Newboro, Ont.....	Kingston, Ont.	2 00
3656	" 10.	Arthur Davis.....	"	Pooles Resort, Ont.....	" ..	2 00
3657	" 10.	T. Whitred.....	"	Hastings, Ont.....	Hastings, Ont.	2 00
3658	" 14.	L. J. McDonald.....	"	Pictou, N.S.....	Pictou, N.S..	2 00
3659	" 14.	G. E. Scott.....	"	Guysboro, N.S.....	Halifax, N.S..	2 00
3660	" 14.	Albert Martin.....	"	Gravenhurst, Ont.....	Gravenhurst, O	2 00
3661	" 14.	G. Bellefeuille.....	"	Winnipeg, Man.....	Rat Portage, O	2 00
3662	" 19.	A. S. Vigers.....	3rd Class	Port Arthur, Ont.....	Port Arthur, O	5 00
3663	" 19.	Geo. A. Russell.....	4th "	" ..	" ..	5 00
3664	" 19.	Allan J. Ross.....	4th "	Owen Sound, Ont.....	Owen Sound, O	5 00
3665	" 19.	A. E. Stephenson.....	Temporary	Penetanguishene, Ont.....	Parry Sound, O	2 00
3666	" 25.	T. Beaurette.....	"	Buckingham, Que.....	Buckingham Q	2 00
3667	" 25.	A. Lajeunesse.....	"	Peterboro, Ont.....	Peterboro, Ont	2 00
3668	" 25.	Geo. H. Whitney.....	"	Rockport, Ont.....	Kingston, Ont.	2 00
3669	" 27.	Wm. Drury.....	"	Chute a Blondeau, Ont.....	L'Orignal, Ont	2 00
3670	June 2.	D. C. W. Reid.....	"	Selkirk, Man.....	Selkirk, Man..	2 00
3671	" 2.	W. J. McIntyre.....	"	Port Sydney, Ont.....	Toronto, Ont..	2 00
3672	" 2.	Harley S. Watkins.....	4th Class	Vancouver, B.C.....	Vancouver, BC	5 00
3673	" 2.	John Whittendale.....	4th "	Sapperton, B.C.....	" ..	5 00
3674	" 2.	J. C. Curtz.....	3rd "	Vancouver, B.C.....	" ..	5 00
3675	" 2.	Wm. Simmons.....	Temporary	" ..	" ..	2 00
3676	" 2.	F. W. Calbick.....	"	" ..	" ..	2 00
3677	" 20.	F. M. Young.....	"	Young's Pt., Ont.....	Kingston, Ont.	2 00
3678	" 20.	Geo. M. Boucher.....	"	Brockville, Ont.....	Brockville, Ont	2 00
3679	" 20.	J. Harrison.....	"	Chilliwack, Ont.....	Vancouver, BC	2 00
3680	" 20.	Jas. V. Morris.....	"	Kingston, Ont.....	Kingston, Ont.	2 00
3681	" 20.	Robt. Watson.....	"	St. Roch, Que.....	Quebec, Que..	2 00
3682	" 20.	Geo. Hill.....	"	Keevatin, Ont.....	Rat Portage, O	2 00
3683	" 20.	Henry A. Leslie.....	"	Kingston, Ont.....	Kingston, Ont.	2 00
3684	" 20.	John J. Coones.....	"	Bridgenortin, Ont.....	" ..	2 00
3685	" 20.	Jas. Logan.....	"	Peterboro, Ont.....	" ..	2 00
3686	" 20.	John Gauyea.....	"	Smith's Falls, Ont.....	" ..	2 00
3687	" 20.	Pius Z. Boudreau.....	"	Tusket Wedge, N.S.....	Tusket Wge NS	2 00
3688	" 20.	B. McGuire.....	"	Pictou, N.S.....	Pictou, N.S..	2 00
3689	" 20.	Alfred Poirier.....	"	Rat Portage, Ont.....	Rat Portage, O	2 00
3690	" 20.	M. Hicklenton.....	"	Vancouver, B.C.....	Vancouver, BC	2 00
3691	" 20.	Jas. E. Mattinson.....	"	Hows Sound, B.C.....	" ..	2 00
3692	" 20.	Joshua Smith.....	4th Class	Esquimalt, B.C.....	Victoria, B.C.	5 00
3693	" 20.	David Leitch.....	4th "	Halifax, N.S.....	Halifax, N.S..	5 00
3694	" 20.	Arthur Wylie.....	4th "	Village Lauzon, Que.....	Quebec, Que..	5 00
3695	" 20.	Eugene Hamelin.....	2nd "	Ste. Cunegonde, Que.....	Montreal, Que.	5 00
3696	" 20.	H. Desjardin.....	3rd "	St. Henri, Que.....	" ..	5 00
3697	" 27.	E. C. Rutherford.....	Temporary	Orillia, Ont.....	Orillia, Ont..	2 00
3698	" 27.	Fred Keeling.....	"	Vancouver, B.C.....	Vancouver, BC	2 00
3699	" 27.	Alfred Crowe.....	"	Fort Francis, Ont.....	Fort Francis, O	2 00
3700	" 27.	Jas. C. Barry.....	"	Lefroy P.O., Ont.....	Toronto, Ont..	2 00
3701	" 27.	Jules Lecours.....	4th Class	Bienville Levis, Que.....	Quebec, Que..	5 00
3702	" 27.	John T. Murphy.....	3rd "	St. Joseph de Levis, Que.....	" ..	5 00







Grand Harbour.....	Charlotte.....	<i>D. J. W. McLaughlin</i>							
Harvey.....	Hill-sborough.....	"	Collector of Customs						
Lepreaux.....	"	"	"						
Moncton.....	Westmoreland.....	"	"						
Musquash.....	St. John.....	"	"						
New Brandon.....	Gloicester.....	"	"						
Newcastle.....	Northumberland.....	<i>J. Niven</i>	"						
Quaco.....	St. John.....	Collector of Customs							
Richibucto.....	Kent.....	"	"						
Rockport.....	Westmoreland.....	"	"						
Sackville.....	"	"	"						
St. Andrews.....	Charlotte.....	"	"						
St. George.....	"	<i>W. H. Pardon</i>	"						
St. John.....	St. John.....	Collector of Customs							
St. Stephen.....	Charlotte.....	"	"						
Shediac.....	Westmoreland.....	"	"						
Shippegan.....	Gloucester.....	"	"						

## NOVA SCOTIA.

Advocate Harbour.....	Cumberland.....	Collector of Customs							
Anherst.....	"	"	"						
Annapolis.....	Annapolis.....	"	"						
Antigonish.....	Antigonish.....	"	"						
Apple River.....	Cumberland.....	"	"						
Arsicut.....	Richmond.....	<i>D. O'Cl. Madden</i>	"						
Aspy Bay.....	Victoria.....	Collector of Customs							
Baddeck.....	"	"	"						
Barrington.....	Shelburne.....	"	"						
Bayfield.....	Antigonish.....	"	"						
Beliveau's Cove.....	Digby.....	"	"						
Bear River.....	"	<i>W. W. Wade</i>	"						
Beaver Harbour.....	"	Collector of Customs							
Bridgetown.....	Annapolis.....	"	"						
Bridgewater.....	Lunenburg.....	<i>N. C. Owen</i>	"						
Canning.....	King's.....	Collector of Customs							
Canso.....	Guyssborough.....	"	"						
Cape Island.....	Shelburne.....	<i>E. Nickerson</i>	"						
Church Point.....	Digby.....	Collector of Customs							
Clementsport.....	Annapolis.....	"	"						
Digby.....	Digby.....	"	"						
Freport.....	"	"	"						
French Cross.....	King's.....	"	"						
Great Bras d'Or.....	Victoria.....	"	"						
Guyssboro'.....	Guyssboro'.....	"	"						
Halifax.....	Halifax.....	<i>H. Bligh</i>	"						



Ritcey's Cove	Lunenburg	Collector of Customs
River Hébert	Cumberland	"
St. Ann's	Victoria	"
St. Peter's	Richmond	"
Salmon River	Digby	"
Sheet Harbour	Halifax	"
Shelburne	Shelburne	"
Sydney	<i>James Rudderham</i>	
Sydney, Int. Pier	Cape Breton	<i>Vincent Mullins</i>
Thorne's Cove	Annapolis	Collector of Customs
Truro	Colchester	"
Tatamagouche	"	"
Wallace	Tatamagouche	"
Walton	Cumberland	"
West Arichat	Hants	"
Weymouth	Richmond	
Windsor	Digby	Collector of Customs
Wolfville	Hants	"
Yarmouth	King's	"
	Yarmouth	<i>L. N. Trefry</i>

## PRINCE EDWARD ISLAND.

Alberton.....	Prince.....	Collector of Customs			
Charlottetown.....	Queen's.....	<i>H. W. Mutch.</i> .....			
Crabpudd.....	Prince.....	Collector of Customs			
Georgetown.....	King's.....	"			
Malpeque.....	Prince.....	"			
Montague Bridge.....	King's.....	"			
Murray Harbour.....	Queen's.....	"			
Pinette.....	"	"			
Port Hill.....	Prince.....	"			
St. Peter's Bay.....	King's.....	"			
Souris.....	"	"			
Summerside.....	"	<i>Jos. Reed.</i> .....			
Tignish.....	Prince.....	Collector of Customs			

BRITISH COLUMBIA.

Abouet	Clayoquot	<i>G. R. McDougall</i>				
Clayoquot	"	<i>John Grice</i>				
Hesquiat	Vancouver	<i>A. J. Brabant</i>				
Kyquoot	Nanaimo	<i>W. J. Feker</i>				
Masset Inlet	Queen Charlotte Id.	<i>Charles Harrison</i>				
New Westminster	New Westminster	Collector of Customs				
Ucluellet	Barclay Sound	<i>GEO. FRASER</i>				
Vancouver	New Westminster	<i>G. McPhaiden</i>				
Victoria	Victoria	<i>H. G. Lewis</i>				





# REPORT

OF THE

# POSTMASTER GENERAL

FOR THE

YEAR ENDED JUNE 30

1904

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1904





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# REPORT

## OF THE

# DEPUTY POSTMASTER GENERAL

## 1903-1904

POST OFFICE DEPARTMENT,

OTTAWA, 30th November 1904.

To the Honourable Sir Wm. MULOCK, K.C.M.G.,  
Postmaster General.

SIR,—I have the honour to lay before you the several statements comprising the Report of the Post Office Department of Canada for the fiscal year ended June 30, 1904.

The total net revenue of the Post Office from all sources shows an excess over the previous year of \$254,492.23, and the total gross revenue exceeded that of the previous year by \$623,257.68. The expenditure of the Department exceeded that of the previous year by \$242,362.36.

The following statement shows the Department's operations year by year, commencing with 1896:—

Year.	Net Revenue.	Expenditure.	Deficit.	Surplus.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1896.....			781,152 19	
1897.....	3,202,938 42	3,789,478 34	586,539 92	
1898.....	3,527,809 69	3,575,411 99	47,602 30	
1899.....	3,182,930 92	3,581,848 71	398,917 79	
1900.....	3,183,984 17	3,645,646 04	461,661 87	
1901.....	3,421,192 19	3,837,376 18	416,183 99	
1902.....	3,888,126 10	3,883,016 96		5,109 14
1903.....	4,366,127 75	3,970,859 64		395,268 11
1904.....	4,652,324 74	4,347,540 84		304,783 90

N.B.—The loss of revenue in 1899 and subsequently was caused by the reduction in the Imperial letter rate from 5 cents to 2 cents, which went into effect on December 25, 1898, and by the reduction in the domestic letter rates and in the letter rate from Canada to the United States, which went into effect one week later, namely on the first of January, 1899.

Heretofore the loss arising from the maintenance of the service in the Yukon and Atlin Districts has been the subject of a special account, but the figures for the fiscal year ending June 30, 1904, showing the net revenue and net expenditure and surplus as set forth in the foregoing statement include the revenue, expenditure, and loss, in respect of the postal service in the Yukon and Atlin Districts for such year.

As a matter of information it may be observed that the cost of maintaining the service for the year ending June 30, 1904, in those districts exceeds the revenue by \$89,225.89, and but for the deduction of this sum the year's surplus would have been \$394,099.79 instead of \$304,783.90 the amount above mentioned.

To enable persons sending money or valuables by mail to further secure themselves against loss, the department has made an arrangement whereby, upon payment of a small additional fee, registered letters posted at and addressed to any Post Office in the Dominion of Canada will be insured against loss for amounts up to and including \$25. This arrangement came into force March 28, 1904.

In December, 1903, the department authorized the transmission within Canada as private post cards of cards having the entire back covered by a picture and a space reserved on the front to the left of the address for written communication. Under the general convention with the United States these cards may be sent to that Country. The department has recently concluded an arrangement with the United Kingdom, France, Tunis, Switzerland and Italy whereby such cards may be transmitted between those countries and Canada, and is in correspondence with the other countries, parties to the Universal Postal Union, with a view to their also authorizing the transmission of such cards.

The Postal Note system since its establishment in Canada in 1898 has each year shown very substantial growth and with a view to increasing its usefulness this department has arranged with the Postal Administration of the United States on presentation to pay Canadian Postal Notes.

The department has continued its efforts to promote the freer circulation of Canadian newspapers and periodicals throughout the British Empire, and during the year several Colonies have consented to allow Canadian papers to be sent from Canada at the same rates of postage as apply when the papers are sent from place to place within Canada. The following is a complete list of the British Possessions to which Canadian papers are now sent at these rates :—

The United Kingdom, Bahamas, Barbados, Bermuda, British Guiana, British Honduras, British North Borneo, Ceylon, Cyprus, Falkland Islands, Fiji, Gambia, Gibraltar, Hong Kong, Jamaica, Leeward Islands, Malta, Mauritius, Newfoundland, New Zealand, Northern Nigeria, Sarawak, Seychelles, Sierra Leone, Southern Nigeria, Transvaal, Trinidad and Tobago, Turk's Islands and Zanzibar.

TABLE showing the number of Post Offices in operation ; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the Year ended June 30, 1904.

Province.	Number of Offices in operation at end of fiscal year 1904.	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended June 30, 1904.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Third Class Matter.		Fourth Class (Packets of Ordinary Merchandise open to examination).	Closed Parcels for United Kingdom and other countries.
						1c. per 2 oz.	1c. per 4 oz.		
Ontario.....	3,392	125,066,000	17,388,000	2,732,000	6,060,000	28,220,000	2,963,000	2,631,000	23,132
Quebec.....	1,989	55,143,000	4,387,000	1,381,000	1,133,000	8,287,000	1,306,000	645,000	10,380
Nova Scotia.....	1,836	18,088,000	1,514,000	435,000	429,000	1,431,000	294,800	219,000	3,823
New Brunswick.....	1,272	11,948,000	1,100,000	271,000	256,000	1,244,000	254,800	170,000	1,869
Prince Edward Island.....	426	2,350,000	158,000	57,000	53,000	324,000	34,900	22,000	85
British Columbia.....	406	16,637,000	817,000	411,000	306,000	1,697,000	328,000	142,000	6,625
Manitoba and Territories.....	1,139	29,958,000	1,814,000	699,000	582,000	4,006,000	406,600	205,000	6,528
Total.....	10,460	259,190,000	27,178,000	5,986,000	8,819,000	45,209,000	5,588,100	4,034,000	52,442



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This statement shows, as compared with the previous year, an increase of 310 in the number of post offices and of 23,399,000 in the number of letters. The increase in the number of letters was very nearly 10 per cent. The increase in the number of registered letters is  $9\frac{1}{2}$  per cent and of registered packets and merchandise 8 per cent over the previous year.

## MAIL SERVICE.

The following are the leading particulars to be noted in connection with the mail service of the Dominion during the past year :—

## Number of contracts let by tender—

For services previously in operation.....	429
For new services.....	23
	<hr/> 452

Aggregate amount paid under all contracts let during the year..... \$ 84,481 91

Amount to be paid additional on contracts re-let estimated for usual term of four years..... 57,009 00

Mileage travelled on stage routes..... 16,129,121

Mileage of previous years..... 15,811,653

Increase..... 317,468

The following changes were made in the frequency of the mail service of post offices in operation at the beginning of the present fiscal year :—

From one trip a year to three trips a year, 1 post office.

From six trips a year to monthly, 5 post offices.

From monthly to fortnightly, 1 post office.

From fortnightly to weekly, 7 post offices.

From weekly to semi-weekly, 115 offices ; to tri-weekly, 5 offices ; to four times weekly, 1 office ; to daily, 5 offices ; to semi-daily, 1 office.

From semi-weekly to tri-weekly, 71 offices ; to four times weekly, 12 offices ; to five times weekly, 2 offices ; to daily, 15 offices ; to semi-daily, 2 offices.

From tri-weekly to four times weekly, 4 offices ; to daily, 78 offices ; to semi-daily, 2 offices.

From four times weekly to daily, 12 offices ; to seven times a week, 1 office ; to semi-daily, 1 office.

From daily to seven times a week, 7 offices ; to semi-daily, 102 offices ; to fourteen times a week, 2 offices.

From seven times a week to fourteen times a week, 3 offices.

From eight times a week to ten times a week, 1 office ; to thirteen times, 2 offices.

From semi-daily or more frequently to a greater frequency, 114 offices.

## RAILWAY MAIL SERVICE.

During the fiscal year 1903-04, 919·96 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on June 30, 1904 of 18,366.

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The following statement shows the details of such additional service :—

Railway.	Terminal Points.	Distance in Miles.	Service.
Canada Atlantic.....	South Indian—Rockland.....	16·4	Daily B.C.
Canadian Northern.....	Underhill—Hartney.....	7	Tri-weekly B.C. (Daily fr. 19 June).
" "	Bowsman—Barrows (Red Deer Jct.).	53·4	Weekly B.C.
" "	Neepawa Jct.—McCreary Jct. (Ad- ditional track mileage).....	15·5	Tri-weekly P.C.
" "	Atikokan—Port Arthur.....	142·4	Tri-weekly B.C. (Daily fr. 19 June).
" "	Carman Jct.—Carman....	43·7	Tri-weekly B.C.
" "	Carman—Roseisle.....	15·3	Semi-weekly B.C.
Canadian Pacific.....	Arnaud—Emerson.....	17·8	Daily B.C.
" "	Edrans—Brookdale.....	19	Tri-weekly B.C.
" "	Yorkton—Sheho.....	42·2	Weekly B.C.
" "	Perth Centre—Plaster Rock.....	28	Daily B.C.
" "	Winnipeg—Winnipeg Beach.....	48·2	Tri-weekly B.C.
" "	Fernie—Coal Creek.....	5	Daily B.C.
" "	Lardo—Gerrard.....	33·4	Tri-weekly B.C.
" "	Chater Jct.—Lenore.....	51·1	Semi-weekly B.C.
" "	Snowflake—Mowbray.....	9·4	" "
" "	Stevenson—Vancouver (Hastings Sta- tion).....	16	Daily B.C.
" "	Gracefield—Maniwaki.....	23	"
" "	Waskada—Lyleton.....	19·3	Tri-weekly B.C.
Cape Breton.....	St. Peters—Point Tupper.....	31	Daily B.C.
Great Northern (Que.).....	Montreal—St. Jerome.....	70·4	"
Great Northern (B.C.).....	Gateway—Morrissey.....	42·71	Tri-weekly B.C.
Halifax & South Western.....	New Germany—Caledonia.....	23	Daily B.C.
Intercolonial.....	Rivière Ouelle and Wharf.....	6·25	"
Midland.....	Truro—Windsor.....	58	Daily B.C., one way
New Brunswick Coal & Railway Co.....	Chipman—Minto.....	13	Daily B.C.
Nova Scotia Steel and Coal Co.....	Sunny Brae—Ferrona Jct.....	12·5	"
Temiscamingue & New Ontario.....	North Bay—End of Track.....	57	Tri-weekly B.C.
Total .....		919·96	

## CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of Railway Mail Service:—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canada Atlantic . . .	Eganville—Barry's Bay . . . . .	31·6	Change from B.C. to P.C. daily.
Canadian Northern . . .	Fort Frances—Port Arthur, . . .	231·3	Increase from tri-weekly to daily B.C.
" " . . . . .	" " Rainy River . . . . .	54·5	" " "
" " . . . . .	Winnipeg—Rainy River . . . . .	152·9	" " "
" " . . . . .	" " Brandon . . . . .	185·9	Increase from tri-weekly to daily P.C.
" " . . . . .	Dauphin—Swan River . . . . .	101·7	Increase from semi to tri-weekly B.C.
" " . . . . .	P. La Prairie—Dauphin . . . . .	122·1	Increase from tri-weekly to daily P.C.
Canadian Pacific . . . . .	Aroostook Jct.—Edmundston . . .	143·4	Change from B.C. daily to P.C.
" " . . . . .	Deloraine—Waskada . . . . .	57·2	Increase from semi to tri-weekly B.C.
" " . . . . .	Waskada—Lyleton . . . . .	17·2	" " "
" " . . . . .	Winnipeg—Yorkton . . . . .	19·7	Increase from tri-weekly to daily P.C.
" " . . . . .	Winnipeg—Souris . . . . .	278·5	Increase from tri-weekly B.C. to tri-weekly P.C.
" " . . . . .	" " " " . . . . .	150·	Increase from tri-weekly to daily P.C.
" " . . . . .	Binscarth—Russell . . . . .	11·3	Increase from tri-weekly to daily B.C.
" " . . . . .	Alameda—Frobisher . . . . .	7·6	" " "
" " . . . . .	Frobisher—Estevan . . . . .	26·8	Increase from weekly to daily B.C.
" " . . . . .	Brandon—Arcola . . . . .	126·3	Increase from tri-weekly to daily B.C.
" " . . . . .	Robson—Midway . . . . .	98·8	Change from B.C. to P.C. daily.
" " . . . . .	Nelson—Robson . . . . .	28·5	" " "
" " . . . . .	Dunmore Jct.—Kootenay Ldg . . .	393·6	Increase from 6 to 7 trips weekly by P.C.
" " . . . . .	Brandon—Miniota . . . . .	76·5	Increase from tri-weekly to daily B.C.
" " . . . . .	Emerson—Winnipeg . . . . .	63·6	" " "
Central (N.S.) . . . . .	Lunenburg—Middleton . . . . .	74·	Change from B.C. to P.C. daily.
Intercolonial . . . . .	Montreal—Levis . . . . .	162·83	Additional daily B.C. one way.
" " . . . . .	" " " " . . . . .	162·83	Increase from weekly to daily B.C. one way.
New Westminster and Southern . . . . .	New Westminster—Blaine . . . . .	24·	Increase from tri-weekly to daily B.C.
Ottawa & New York . . .	Ottawa—Cornwall . . . . .	56·7	Change from B.C. to P.C. daily.

NOTE.—In addition to the above the usual variations in mail service occurred during the fiscal year.

## POSTAGE STAMPS.

The marked and steady increase in the stamp issue, noted in the last report, was, as the tabulated statements in APPENDIX J show, maintained during the year under review,—and this notwithstanding a more extended use of the cash method of pre-paying postage on printed matter when mailed in large quantities. The value of the issue (\$5,636,746.20), as compared with that of the preceding fiscal year, shows an increase of \$331,293.50, whilst the number of pieces sent out to postmasters (306,382,154) was greater by 15,215,975, the growth in value having been over  $6\frac{1}{2}$  per cent, and in quantity, somewhat more than  $5\frac{1}{2}$  per cent. The number of licensed stamp vendors in the Dominion on June 30, 1904, was 1,509, being an increase of 160 on that of the previous year.



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## POSTAL NOTES.

During the year ended June 30, 1903, the number of paid notes was 1,196,563, and their aggregate value \$2,046,094.54, and for the year ended June 30, 1904, the number of paid notes was 1,431,717, and the aggregate value \$2,898,751.28, an increase of 235,154 in the number of transactions and of \$852,656.74 in the amount of money transmitted.

The total number of offices at which postal note business could be transacted was 7,102 on June 30, 1904, an increase of 918 over the number in operation on June 30, 1903.

Statements showing the progress of the business, month by month, since its commencement will be found in Appendix F of this report.

The following statement shows the number of paid notes received in the department during the fiscal years ended June 30, 1899, 1900, 1901, 1902, 1903 and 1904.

—	1898-1899.	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.
July.....		50,153	57,924	65,304	83,178	91,976
August.....	2,777	50,795	55,812	59,127	73,438	84,225
September.....	12,020	52,064	55,012	62,308	79,235	95,601
October.....	15,168	58,807	66,530	75,180	91,383	109,777
November.....	28,970	64,900	69,277	80,116	94,892	116,328
December.....	57,436	75,064	92,056	105,902	122,879	155,132
January.....	60,313	79,903	96,254	108,038	125,695	146,268
February.....	53,550	63,212	74,782	85,741	100,137	124,593
March.....	60,977	74,882	84,269	93,013	115,685	129,418
April.....	65,320	70,552	83,294	102,948	114,015	135,217
May.....	60,611	65,498	75,880	90,338	98,381	121,591
June.....	54,265	63,420	66,509	84,082	97,645	121,591
	471,407	769,250	877,599	1,012,091	1,196,563	1,431,717

## MONEY ORDER TRANSACTIONS.

The total number of orders issued during the year was 1,869,233, being an increase over the previous year of 200,528. The aggregate value was \$29,652,811.42 showing an increase over the previous year of \$2,784,609.04.

Of the orders issued during the year 1,197,577 with a value of \$21,706,360.78 were payable in the Dominion, and 671,656, with a value of \$7,946,450.64 were payable abroad. Compared with the previous year there was an increase in number of 29,694 and in value of \$945,282.84 in the former class, and an increase of 170,834 in number, and of \$1,839,326.20 in value in the latter class.

The number of orders issued abroad and payable in Canada was 360,368 with an aggregate value of \$5,197,121.59, being an increase of 40,637 in number and \$592,593.64 in amount.

The number of orders issued in Canada on the United States was 449,065 and the value \$4,422,009.60, an increase of 104,400 in number and \$739,696.97 in amount.

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The number of orders issued in the United States on Canada was 300,508 and the value \$4,167,641.17 an increase of 29,728 in number and \$383,695.70 in amount.

During the year arrangements were concluded with the following places for the direct exchange of Money Orders between the Offices of issue and the Offices of payment, without the use of Exchange Offices, viz :—

British Guiana,	Dominica,
Barbados,	Montserrat,
Grenada,	Nevis,
St. Lucia,	St. Christopher (St. Kitts) and
St. Vincent and the	Virgin Islands.
Leeward Islands, consisting of	
Antigua.	

It may be explained that previously every Advice had to pass through an Exchange office in the country of issue and another in the country of payment and this was a cause of delay in both countries. In consequence of the detention of the Advices for certification at the port of departure the orders would reach the payees and be presented for payment before the Advices could reach the paying country and as another delay, also for the purpose of certification, of from 12 to 24 hours occurred at the port of destination considerable irritation was caused to the public. Under the new arrangement it is expected that both Orders and Advices will reach the paying country at the same time.

A convention was entered into for the direct exchange of Money Orders with Austria, including the Austrian Post Offices in Asia Minor and the Levant. The exchange will be conducted through Montreal on the part of Canada, and Vienna on the part of Austria. Previously the amounts were advised through London, England, and the British Office made a deduction from the face value of each order to pay for the intermediary service. The amounts which are saved to the payees by the direct service are as follows, viz :—

For Money Orders not exceeding .....	£ 2	3d
" " .....	6	6
" " .....	10	9

Arrangements were made with Belgium to act as intermediary for the exchange with Chili, Uruguay, Congo Free State and Greece and Remitters will be saved the deductions made by the British Office through which, as well as Belgium, the exchange was conducted previously, and will only have to pay the charges made by the Belgian Office.

Arrangements have been completed for an exchange with Sweden including Finland, to take effect on 1st October, next : direct exchange with Hungary will go into operation on the 1st December next, and negotiations have been entered into for a direct exchange with The Orange River Colony.

The charges made by the department for the issue of duplicate orders, for repayment of amounts to Remitters and for changes in the names of Payees have been abolished and the public thus relieved of a tax which was equal to the amount paid for the original order in each case.

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The average value of Money Orders issued during the year was \$15.86, and the average commission received from the public  $9\frac{2}{5}$  cents.

The total receipts from all sources amounted to \$192,214.61 and the total expenditure including the salaries of the inside service at Ottawa, was \$181,687.46 leaving an excess of receipts over expenditure of \$10,527.15.

## TOTAL AMOUNT OF MONEY REMITTED BY MONEY ORDERS AND POSTAL NOTES.

(Postal Note system commenced August 4, 1898.)

Year ended June 30, 1896 .....	\$13,081,860 62
" " 1897.....	12,987,230 88
" " 1898.....	14,518,480 22
" " 1899.....	15,239,486 69
" " 1900.....	17,499,045 81
" " 1901.. .....	19,415,273 62
" " 1902.....	25,251,871 92
" " 1903.....	28,914,296 82
" " 1904.....	32,551,562 70

## POST OFFICE SAVINGS BANK.

	Year ended June 30, 1903.	Year ended June 30, 1904.
Savings Banks in operation.....	934	961
Number of deposits .....	231,619	235,043
Amount of deposits .....	\$12,060,825.00	\$11,737,940.00
Interest allowed to depositors.....	\$1,254,048.96	\$1,309,567.05
Number of withdrawals. ....	104,393	108,237
Amount of withdrawals.....	\$11,379,756.94	\$11,883,127.70
Number of open accounts.....	167,023	168,572
Balance to credit of depositors.....	\$44,255,326.93	\$45,419,706.28

A tabular statement of the annual operations of the Savings Bank since its organization in April, 1868, is given in Appendix E.

## DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1904, were as follows:—

Number of letters originating in Canada returned as undelivered (dead).	
By British post office.....	29,691
By United States post office.....	128,823
By British colonies and foreign countries.....	4,873

---

163,387

LESS—Registered letters included in above and  
transferred to registered class.....

1,985

---

161,402

Books, packets, &c., received from foreign countries.....

26,298

---

187,700



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The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1904, were as follows :—

Dead letters, circulars, post cards, &c., returned from Canadian post offices. ....	973,232
Dead letters registered found to contain value. ....	18,035
Dead letters, circulars, post cards, &c., sent to the dead letter office for special reason, such as insufficient address, non-payment of postage, &c. ....	193,029
	<hr/> 1,164,296 <hr/>

\* Of these letters, &c., 11,256 contained articles of value or were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada, and the number of unpaid letters sent to the Dead Letter Office, with their relative proportions, during the period from July 1, 1875, to June 30, 1903.

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Branch during the same period.	Proportion.
1876.....	41,000,000	114,610	One in 364
1877.....	41,510,000	97,470	" 425
1878.....	44,000,000	77,740	" 570
1879.....	43,900,000	44,020	" 997
1880.....	45,800,000	41,666	" 1,090
1881.....	48,170,000	42,123	" 1,143
1882.....	56,200,000	41,260	" 1,362
1883.....	62,800,000	41,410	" 1,516
1884.....	66,100,000	42,319	" 1,562
1885.....	68,400,000	41,267	" 1,660
1886.....	71,000,000	44,166	" 1,607
1887.....	74,300,000	47,553	" 1,562
1888.....	80,200,000	47,371	" 1,694
1889.....	92,668,000	48,648	" 1,904
1890.....	94,100,000	29,041	" 3,239
1891.....	97,975,000	27,304	" 3,561
1892.....	102,850,000	28,603	" 3,595
1893.....	106,290,000	28,311	" 3,754
1894.....	107,145,000	27,820	" 3,851
1895.....	107,565,000	27,178	" 3,957
1896.....	116,028,000	27,389	" 4,236
1897.....	123,830,000	35,590	" 4,839
1898.....	134,975,000	29,253	" 4,614
1899.....	150,375,000	36,253	" 4,147
1900.....	178,292,500	40,254	" 4,429
1901.....	191,650,000	40,361	" 4,748
1902.....	213,628,000	44,982	" 4,749
1903.....	235,791,000	54,889	" 4,296
1904.....	259,190,000	58,502	" 4,430

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## POSTAL STORES

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended June 30, 1903, and the Fiscal Year ended June 30, 1904.

Items of Expenditure.	1903.	1904.	Increase. — 1904.	Decrease. — 1904.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Inside Service—				
Printing .....	9,252 84	12,581 38	3,328 54	.....
Stationery.....	8,166 04	7,420 50	.....	745 54
Total .....	17,418 88	20,001 88	3,328 54	745 54
Increase, Inside Service .....	.....	.....	2,583 00	.....
Outside Service—				
Printing .....	39,733 07	37,651 86	.....	2,081 21
Stationery.....	14,404 57	16,637 49	2,232 92	.....
Total printing and stationery.....	54,137 64	54,289 35	2,232 92	2,081 21
Mail bags, mail locks, &c.....	27,266 66	29,302 76	2,036 10	.....
Miscellaneous—Stamping material, scales, letter boxes, letter carriers' uniforms, &c.....	33,731 00	41,727 02	7,996 02	.....
Total .....	115,135 30	125,319 13	12,265 04	.....
Increase, Outside Service.....	.....	.....	10,183 83	.....
Total Expenditure, Inside and Outside Service.....	132,554 18	145,321 01	.....	.....
Total Increase, Inside and Outside Service .....	.....	.....	12,766 83	.....

Detailed statements of the transactions of the Branch during the year, also the balance of stores in stock on June 30, 1903, and on June 30, 1904, will be found in Appendix 'K.'

I have the honour to be, sir,

Your very obedient servant,

R. M. COULTER,

*Deputy Postmaster General.*





## APPENDIX A

# REVENUE AND EXPENDITURE



## APPENDIX A

## REVENUE.

STATEMENT of the REVENUE of the Post Office Department of the Dominion of Canada,  
for the year ended June 30, 1904.

	\$ cts.	\$ cts.
Balance due by Postmasters on revenue account on June 30, 1903.....		27,161 61
Postage stamps, post cards, &c., sold .....		5,605,713 73
Postage paid in cash on newspapers.....		119,223 25
Postage paid in cash on third class (printed) matter.....		53,970 47
Postage on unpaid letters; less claims for matter reforwarded, for overcharges and for matter forwarded to Dead Letter Office.....		17,017 97
Rents of letter boxes and drawers.....		88,061 99
Commission received on Money Orders.....		169,216 67
Commission received on Postal Notes.....		30,969 81
Profit in exchange on Money Order business with other countries.....		12,503 34
Transit charges on correspondence from other countries.....		106,085 36
Postage on parcels from other countries.....		42,730 06
Void Money Orders; that is Money Orders issued between October 1, 1901, and March 31, 1903, payment of which had not been claimed up to March 31, 1904.....		3,679 61
Gross revenue.....		6,276,333 87
DEDUCTIONS.		
Salaries, forward allowances, allowances towards rent, fuel and light, compen- sation on Money Order and Postal Note business and commission on box and drawer rents.....	1,416,836 61	
Discount to stamp vendors and Postmasters, and compensation to messengers for special delivery of letters.....	34,114 90	
Postage refunded .....	303 34	
Losses by fire, burglary, &c.....	500 73	
Balance of commission paid to other countries on Money Order business.....	11,489 55	
Transit charges on correspondence for other countries.....	156,148 66	
Postage on parcels for other countries.....	7,539 84	
Balance due by Postmasters on revenue account on June 30, 1904.....	27,161 61	
Net revenue.....		1,654,095 24
Yukon and Atlin Districts not included in above.....		4,622,238 63
		30,086 11



APPENDIX A—*Continued.***EXPENDITURE.**

STATEMENT of the EXPENDITURE of the Post Office Department of Canada for the year ended June 30, 1904.

## PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATION.

Conveyance of mails by land .....	\$ 944,822 16
" " steamboats, &c .....	89,723 48
" " railways .....	1,457,622 55
Making and repairing mail bags and locks .....	29,302 76
Total .....	\$ 2,521,470 95
Salaries paid by cheque .....	\$ 1,394,802 46
Travelling expenses .....	11,393 92
Tradesmen's bills .....	99,185 84
Rent and taxes .....	1,556 42
Stationery, printing and advertising .....	57,703 63
Miscellaneous disbursements .....	142,115 62
Total .....	\$ 4,228,228 84

## YUKON AND ATLIN DISTRICTS.

Yukon and Atlin Districts service: not included in above:

Mail Service .....	\$ 80,765 43
Salaries .....	37,928 13
Miscellaneous .....	618 44
Total .....	\$ 119,312 00

Without reference to the deficiency arising between the Yukon revenue and expenditure, the revenue of the Department for the year was sufficient to meet the expenditure and to leave a net surplus of \$394,009.79.

The Yukon service for the year cost \$89,225.89 in excess of the revenue.

Charging this loss of \$89,225.89 against the surplus of \$394,009.79, there remains the sum of \$304,783.90 being the actual net surplus after payment of the whole cost of maintaining the service throughout all Canada for the fiscal year ending June 30, 1904.

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## APPENDIX A—Continued.

The Post Office revenue and expenditure year by year since Confederation are as follows:—

Year ended June 30,	REVENUE.				EXPENDITURE.			
	Gross.	Percentage of annual increase or decrease.	Net.	Percentage of annual increase or decrease.	Deductions from Revenue.	Percentage of annual increase or decrease.	Paid by Cheque.	Percentage of annual increase or decrease.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.	
1868....	1,024,701 98		808,857 84		215,844 14		785,298 55	
1869....	973,056 16	*5 04	758,182 03	*6 27	214,874 14	*0 45	864,954 55	10 14
1870....	1,010,767 71	3 88	788,904 78	4 05	221,862 93	3 25	933,398 67	7 91
1871....	1,079,767 77	6 83	803,637 17	1 87	276,130 60	24 46	994,876 00	6 59
1872....	1,193,062 49	10 49	916,418 34	14 03	276,644 15	0 19	1,092,519 03	9 81
1873....	1,406,984 37	17 93	1,093,516 07	19 33	313,468 30	13 31	1,240,135 95	13 51
1874....	1,476,207 76	4 92	1,151,269 83	5 28	324,937 93	3 66	1,370,542 41	10 52
1875....	1,536,509 50	4 08	1,172,381 38	1 83	364,128 12	12 06	1,509,113 29	10 11
1876....	1,484,886 27	*3 36	1,106,736 74	*5 60	378,149 53	3 85	1,581,608 72	4 80
1877....	1,501,134 88	1 09	1,120,224 26	1 22	380,910 62	0 73	1,694,708 18	7 15
1878....	1,620,022 21	7 92	1,224,912 17	9 35	395,110 04	3 73	1,715,255 36	1 21
1879....	1,534,363 68	*5 29	1,117,364 50	*8 78	416,999 18	5 54	1,750,267 17	2 04
1880....	1,648,017 98	7 41	1,179,677 89	5 58	468,340 09	12 31	1,818,271 05	3 89
1881....	1,800,710 69	9 26	1,344,969 85	14 01	455,740 84	*2 69	1,876,657 96	3 21
1882....	2,022,098 44	12 29	1,543,309 21	14 75	478,789 23	5 06	1,980,567 25	5 54
1883....	2,264,384 94	11 98	1,753,079 22	13 59	511,305 72	6 79	2,176,089 09	9 87
1884....	2,330,741 38	2 93	1,712,318 85	*2 33	618,422 53	20 95	2,312,965 27	6 29
1885....	2,400,062 03	2 97	1,790,494 90	4 57	609,567 13	*1 43	2,488,315 36	7 58
1886....	2,469,379 57	2 89	1,852,155 00	3 44	617,224 57	1 26	2,763,186 41	11 47
1887....	2,603,255 56	5 42	1,964,062 17	6 04	639,193 39	3 56	2,818,907 22	2 02
1888....	2,966,397 94	13 95	2,322,728 68	18 26	643,669 26	0 70	2,889,728 59	2 51
1889....	2,984,222 60	0 60	2,220,503 66	*4 40	763,718 94	18 65	2,982,321 48	3 20
1890....	3,223,614 63	8 02	2,357,388 95	6 16	866,225 67	13 42	3,074,469 91	3 09
1891....	3,374,887 66	4 69	2,515,823 44	6 72	859,064 22	*0 83	3,161,675 72	2 84
1892....	3,542,611 02	4 97	2,652,745 79	5 44	889,865 23	3 58	3,316,120 03	4 88
1893....	3,696,062 36	4 33	2,773,507 71	4 55	922,554 65	3 67	3,421,203 17	3 17
1894....	3,734,418 59	1 04	2,809,341 06	1 29	925,077 53	0 27	3,517,261 31	2 81
1895....	3,815,455 71	2 17	2,792,789 64	*0 59	1,022,666 07	10 54	3,593,647 47	3 17
1896....	4,005,890 77	4 99	2,964,014 23	6 13	1,041,876 54	1 88	3,665,011 30	1 98
1897....	4,311,243 14	7 62	3,202,938 42	8 06	1,108,304 72	6 37	3,789,478 34	3 39
1898....	4,686,649 76	8 71	3,527,809 69	10 14	1,158,840 07	4 16	3,575,411 99	*5 65
1899....	+4,325,431 57	*7 71	+3,182,930 92	*9 77	1,142,500 65	*1 41	+3,581,848 71	0 18
1900....	+4,345,822 66	0 47	+3,183,984 17	0 03	1,161,838 49	1 69	+3,645,646 04	1 78
1901....	+4,620,533 14	6 32	+3,421,192 19	7 45	1,199,330 95	3 23	+3,837,376 18	5 26
1902....	+5,128,118 54	10 98	+3,888,126 10	13 64	1,239,992 44	3 39	+3,883,016 96	1 19
1903....	+5,651,457 54	10 20	+4,366,127 75	12 29	1,285,329 79	3 65	+3,970,859 64	2 26
1904....	+6,276,333 87	11 00	+4,622,238 63	5 86	1,654,095 24	28 68	4,228,228 84	6 48

\* Decrease. † Revenue of the Yukon and Atlin Districts not included. ‡ Expenditure on account of Yukon and Atlin services not included.

APPENDIX A—*Concluded.*

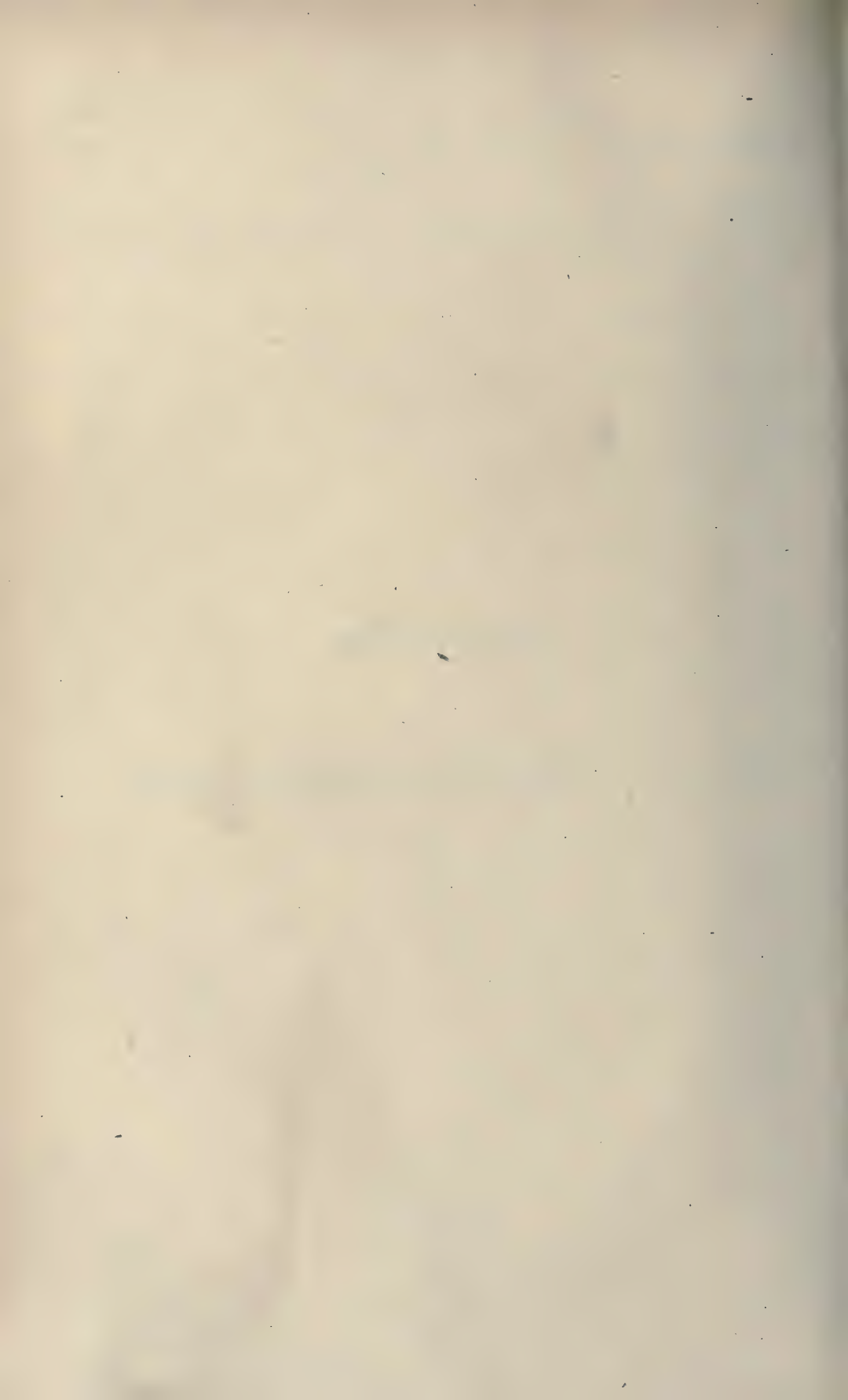
Statement of the amount of Postage Stamps, etc., sold during the year ended June 30, 1898 and each of the succeeding years.

Year.	Amount.
	\$ cts.
1898.....	4,400,601 91
1899.....	4,091,116 11
1900.....	4,038,134 16
1901.....	4,340,543 21
1902.....	4,645,227 85
1903.....	5,154,554 17
1904.....	5,605,713 73



## APPENDIX B

# MAIL TRANSPORTATION



## APPENDIX B.

## MAIL TRANSPORTATION.

## KINGSTON POST OFFICE.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Actinolite and Tweed.....	G. Way, sr.....	5	12	12 months.....	249 00
Addison and Bell's Station.....	W. Peterson.....	8 $\frac{1}{2}$	6	12 ".....	298 00
Adolphustown and Bath.....	G. Frances.....	14	6	12 ".....	260 00
Adolphustown and Napanee.....	J. E. Richardson.....	21 $\frac{1}{2}$	6	6 " (to Dec. 31, '03)	203 33
do do.....	F. Fournier.....	21 $\frac{1}{2}$	6	6 " from " ..	2 00
Albert and Marysville.....	M. Hart.....	11 $\frac{1}{8}$	6	12 ".....	202 24
Albury and Rednersville.....	L. Peters.....	4	3	12 ".....	75 00
Allisonville and Consecon.....	B. C. Ainsworth.....	8	3	12 ".....	135 00
Allsaw and Minden.....	G. Hope.....	12	2	12 ".....	110 00
Ameliasburg and Belleville.....	J. A. Brason.....	10	6	12 ".....	333 48
Anson and Railway Station.....	A. McMullen.....		12	".....	45 00
Apsley and Coe Hill Mines.....	C. W. Gunter.....	21	2	3 " (to Sept. 20, '03)	50 00
do do.....	J. Blackburn.....	21	2	9 " from " ..	187 50
Apsley and Lakefield.....	P. Kennedy.....	31	3	12 ".....	448 00
Apsley and Loon Lake.....	A. Woods.....	7	1	12 ".....	25 00
Apsley and Paudash.....	H. White.....	14	1	12 ".....	58 00
Arden and Dead Creek.....	J. A. Newton.....	7	2	12 ".....	75 00
Arden and Elm Tree.....	W. McGregor.....	7	1	3 " (to Sept. 30, '03)	8 45
do do.....	N. Hinchey.....	7	1	9 " from " ..	25 35
Arden and Railway Station.....	J. E. Hays.....	1	6	12 ".....	35 00
Arden and Tamworth.....	J. W. Babcock.....	20 $\frac{1}{2}$	3	9 " (to Mch. 31, '04)	111 54
do do.....	D. Mosier.....	20 $\frac{1}{2}$	3	3 " from " ..	24 79
Athens and Brockville.....	C. Mullin.....	14	6	6 " (to Dec. 31, '03.)	174 50
do do.....	J. Dougherty.....	14	6	6 " from " ..	217 50
Athens and Oak Leaf.....	C. J. Slack.....	10	3 & 6	12 ".....	162 50
Athens and Plum Hollow.....	W. B. Newsom.....	6	4	12 ".....	118 64
Athens and Railway Station.....	J. H. Ackland.....	$\frac{1}{2}$	12	12 ".....	47 00
Atkinson and Washburn.....	J. Atkinson.....	3 $\frac{1}{2}$	2	12 ".....	75 75
Bailieboro' and Millbrook.....	H. Dawson.....	7	6	12 ".....	160 00
Ballantyne's Station and Ry. Station.....	J. Hysop.....	$\frac{1}{2}$	2	12 ".....	26 25
Bancroft and Beechmount.....	C. Plumley.....	6	1	12 ".....	30 00
Bancroft and Bronson.....	G. Payne.....	4	2	12 ".....	60 00
Bancroft and Monk Road.....	E. Kerr.....	8	1	12 ".....	28 00
Bancroft and Wood.....	A. W. Gould.....	11	1	7 " (to Jan. 31, '04)	23 00
do do.....	E. Kerr.....	9 $\frac{1}{2}$	1	5 " from " ..	12 50
Bannockburn and Railway Stat'n.....	S. McEwen.....	$\frac{1}{8}$	6	12 ".....	75 00
Barrett and Overton.....	D. Barrett.....	3	2	3 " (to Sept. 30, '03)	12 50
Barrett and Sharp Corners.....	G. W. Fox.....	5 $\frac{1}{2}$	2	9 " from " ..	52 50
Bath and Ernestown Station.....	C. Mills.....	3 $\frac{1}{2}$	12	12 ".....	200 00
Bath and Stella.....	W. J. Beaubien.....	6 $\frac{1}{2}$	6	12 ".....	423 60
Battersea and Keelerville.....	S. J. Lake.....	5	3	12 ".....	68 50
Battersea and Kingston.....	G. A. McFarlane & G. Stoness.....	16	6	12 ".....	400 00
Bayside and Belleville.....	J. E. Rathburn.....	6	6	12 ".....	80 00
Bedford Mills and Newboro.....	G. F. Page.....	6	3	12 ".....	75 00
Belleville and Albert College.....	W. P. Dyer.....	1 $\frac{1}{2}$	6	12 ".....	25 00
Belleville and Blankford.....	F. Spencer.....	14	3	12 ".....	157 56



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Belleville and Ry. Stat'n (Mid.)....	C. C. Shorey....	14 $\frac{1}{2}$	36	3 months (to Sept. 30, '03)	49 50
do do	H. W. Cronk....	14 $\frac{1}{2}$	36	9 " from " ..	352 50
Belleville and Street Letter Boxes..	C. C. Shorey....	5	12	3 " (to Sept. 30, '03)	24 75
do do	H. W. Cronk....	5	12	9 " from " ..	187 50
Belleville and Tweed.....	A. Aselstine....	25	6	12 " " " ..	500 00
Belleville Junction Transfers.....	T. H. Coppin....	.....	6	12 " " " ..	78 50
Bellock and Moscow Station.....	E. L. Vanluven....	5 $\frac{1}{2}$	6	12 " " " ..	106 33
Belleville and Railway Station and Transfer of Mails.....	P. C. Cromar....	1 $\frac{1}{2}$	6 & 12	3 " (to Sept. 30, '03)	21 25
do do	D. Bell.....	.....	6 & 12	9 " from " ..	63 75
Bensfort and South Monaghan....	T. Armstrong....	5	3	12 " " " ..	75 00
Bewdley and Port Hope.....	J. F. Beatty.. {	10 & 13 10 & 16 $\frac{1}{2}$ 10 & 16 $\frac{1}{2}$	6 6 6	12 " " " ..	276 55
Big Island and Demorestville.....	E. Cole.....	5	2	12 " " " ..	60 00
Birdsall's and Railway Station.....	Mary Lynch....	1	6	12 " " " ..	40 00
Bird's Creek and New Carlw.....	N. T. Armstrong	17	2	12 " " " ..	202 00
Black River Bridge and Picton.....	S. Pierson.....	7 $\frac{1}{2}$	3	12 " " " ..	105 00
Blairhampton and Carnarvon.....	N. McPhaden....	4	2	12 " " " ..	73 15
Blairton and Havelock.....	Mary J. Wood....	8	3	12 " " " ..	141 00
Bloomfield and Chisholm.....	S. S. Henderson..	4	3	12 " " " ..	65 00
Bloomfield and Crofton.....	B. S. Salisbury..	11	3	12 " " " ..	124 80
Bloomfield and Railway Station.....	E. Parker.....	1 $\frac{1}{2}$	24	12 " " " ..	81 12
Bobcaygeon and Silver Lake.....	W. D. Coulter....	9	2	9 " (to Mch. 31, '04)	94 68
do do	Edgar Harrison..	9	2	3 " from " ..	31 56
Bogart and Otter Creek.....	M. Lesarge.....	3 $\frac{1}{2}$	2	12 " " " ..	40 00
Bogart and Tweed.....	P. Lusk.....	4	6	12 " " " ..	100 00
Brighton and Campbellford.....	J. Weese.....	20	6	12 " " " ..	335 00
Brighton and Lovett.....	I. M. Snider....	5 $\frac{1}{2}$	6	12 " " " ..	156 00
Brockville and Ry. Stn. (B. & W.)	D. M. Edgar.....	1	12	6 " (to Dec. 31, '03)	59 50
do do do	P. J. Venny.....	1	12	6 " (from Jan. 1, '04)	59 50
Buck Lake and Perth Road.....	J. Thomas.....	4	2	12 " " " ..	40 00
Burnbrae and Hoard's Station.....	W. Wallace.....	5	6	12 " " " ..	166 68
Burnbrae and Sargimson.....	J. Finch.....	5	3	12 " " " ..	75 00
Burnley and Castleton.....	M. Morsett.....	8	3	12 " " " ..	88 00
Campbellford and Godolphin.....	D. N. Fairman....	5	2	12 " " " ..	65 00
Campbellford and Havelock.....	H. Coveney.....	12	6	12 " " " ..	295 00
Campbellford and Railway Station.	B. Mulhearn....	1 $\frac{1}{2}$	18	12 " " " ..	94 20
Carmel and Castleton.....	J. Knapp.....	3	3	6 " (from Jan. 1, '04)	31 20
Catchacoma and Hall's Bridge.....	J. Westlake.....	16	1	12 " " " ..	74 72
Centreton and Grafton.....	W. Taylor.....	27 $\frac{1}{2}$	6	12 " " " ..	435 00
Centreville and Newburg.....	E. Lyons.....	7 $\frac{1}{2}$	6	12 " " " ..	149 00
Chaffey's Locks and Elgin.....	G. Randall.....	6 m. & 100 yds.	2	12 " " " ..	87 30
Chantry and Phillipsville and Elgin Railway Station.....	G. Lamen.....	7 $\frac{1}{2}$	6	6 " (to Dec. 31, '03)	93 00
Chatterton and Foxboro'.....	S. P. Morden....	3 $\frac{1}{2}$	3	12 " " " ..	72 00
Cheddar and Pusey.....	A. Southworth..	10	2	12 " " " ..	81 24
Chemong and Selwyn.....	D. E. Whetung..	3 $\frac{1}{2}$	2	12 " " " ..	29 72
Cherry Valley and Point Peter.....	J. Moore.....	6	1	12 " " " ..	38 48
Cherry Valley and Salmon Point ..	J. M. Bentley....	6	2	12 " " " ..	49 48
Clarendon Station and Plevna.....	J. Muldoon.....	22	3	6 " (to Dec. 31, '03)	135 00
do do	W. Martin (Atty)	22	3	6 " from " ..	135 00
Clarina and Norwood.....	C. Crowe.....	12	3 & 2	12 " " " ..	170 00
Cloyne and Denbigh.....	R. Head.....	28	1	12 " " " ..	135 00
Cloyne and Harlowe.....	S. Thompson....	11	2	12 " " " ..	64 00
Cloyne and Massanoga.....	D. Cummings....	7	6	3 " (broken period)	26 22
Cloyne and Railway Station.....	P. A. Wickmore..	16 $\frac{1}{2}$	6	12 " " " ..	320 00
Cobourg and Harwood.....	A. Keane.....	16	6	12 " " " ..	288 00
Cobourg and Railway Station.....	J. R. O'Neill....	1 $\frac{1}{2}$	6	12 " " " ..	35 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount. \$ cts.
Cobourg and Roseneath.....	T. Ingham.....	20	6	12 months.....	399 00
Cobourg and Steamboat Wharf....	J. Fox.....	$2\frac{1}{2}$	6	Part of season 1903-4..	31 21
Cobourg and Street Letter Boxes..	do.....	$2\frac{1}{2}$	12	12 months.....	192 72
Coe Hill Mines and Faraday.....	W. H. Neal.....	8	2	12 ".....	70 00
Coe Hill Mines and Railway Station	A. Watt.....	$2\frac{1}{2}$	6	12 ".....	101 28
Coe Hill Mines and The Ridge.....	H. L. Werden..	28 $\frac{1}{2}$	2	3 " (to Sept. 30, '03).	59 00
do do.....	A. Watt.....	7	2	9 " from ".....	58 50
Colborne and Dundonald.....	J. J. McDonald..	10	6	12 ".....	167 50
Colborne and Lakeport.....	J. Redfearne..	21 $\frac{1}{2}$	12	12 ".....	150 00
Colborne and Warkworth.....	R. J. Lapp.....	16	6	12 ".....	350 00
Colebrook and Yarker.....	P. Hart.....	1	6	12 ".....	75 00
Collin's Bay and Railway Station	J. J. Losee.....	$2\frac{1}{2}$	12	12 ".....	50 00
Combermere and Fort Stewart.....	J. Stubbs.....	21 $\frac{1}{2}$	3	12 ".....	193 40
Combermere and Maynooth.....	J. Maddocks....	22 $\frac{1}{2}$	1	12 ".....	144 00
Consecon and Railway Station.....	F. A. Cory.....	$4\frac{1}{2}$	24	12 ".....	124 80
Cooper and Madoc.....	J. Canniff.....	11	3	12 ".....	100 10
Cooper and The Flats.....	do.....	5	2	12 ".....	50 00
Copes Falls and Tory Hill.....	J. W. Cope.....	6	1	12 ".....	20 00
Cordova Mines and Havelock.....	W. E. Young....	10	6	12 ".....	265 00
Cordova Mines and Vansickle.....	D. Houghthing..	6	2	12 ".....	80 00
Cottesloe and Norwood.....	Margaret Paget.	8 $\frac{1}{2}$	2	12 ".....	104 00
Cranworth and Portland.....	J. Wilson.....	5 $\frac{1}{2}$	1	12 ".....	36 56
Cressy and Pieton.....	do.....	19	3	9 " (to Mar. 31, '04).	211 75
do.....	John Williams..	19	6	3 " from ".....	93 12
Crosby and Railway Station.....	J. Freeman.....	21	6	12 ".....	15 60
Crow Lake and Sharbot Lake Rail way Station.....	J. W. Knapp....	9	2	12 ".....	80 00
Croydon and Napanée.....	J. Crawford.....	15-130 rods.	6	12 ".....	295 50
D'Arcy and Kingston.....	T. J. Driscoll....	18	3	12 ".....	346 20
Deer Lake and Highland Grove....	A. W. Willis....	3	2	12 ".....	32 00
Delora and Railway Station.....	H. N. Darling....	11	12	12 ".....	110 00
Delta and Railway Station.....	T. Conners.....	$1\frac{1}{2}$	12	6 " (to Dec. 31, '03).	36 50
do do.....	P. A. Jackson....	$1\frac{1}{2}$	12	6 " from ".....	23 74
Demoorstville and Green Point!..	E. Reynolds....	9	3	4 " (to Oct. 31, '03)..	52 00
do do.....	C. E. Short.....	9	3	8 " from ".....	100 00
Denbigh and Griffith.....	W. Kerr.....	14	2	12 ".....	104 00
Denbigh and Plevna.....	J. W. White.....	23	3	12 ".....	399 00
Denbigh and Slate Falls.....	T. M. Pringle....	6	2	12 ".....	45 00
Deseronto and Street Letter Boxes.	The Rathburn Co.	2	19	12 ".....	166 00
Desert Lake and Hartington.....	W. Snook.....	9	2	12 ".....	110 00
Desmond and Moscow Station.....	J. W. Stewart..	21 $\frac{1}{2}$	3	12 ".....	100 00
Donaldson and Wilbur Station.....	W. J. Donaldson	31 $\frac{1}{2}$	3	2 " (from May 1, '04)	8 33
Dufferin and Kingston Mills.....	S. Donaldson....	31 $\frac{1}{2}$	3	12 ".....	80 80
Dundonald and Penryn.....	J. J. McDonald..	31 $\frac{1}{2}$	3	8 " (from Nov. 1, '04)	35 00
East Hungerford and Erinsville....	J. P. Whelan....	8	2	12 ".....	88 00
Eldorado and Empey.....	J. N. Moore....	31 $\frac{1}{2}$	2	12 ".....	55 00
Elgin and Railway Station.....	G. Cheaney.....	31 $\frac{1}{2}$	12	12 ".....	123 00
Ellisville and Lyndhurst.....	J. D. Wetherell..	81 $\frac{1}{2}$	3	12 ".....	157 00
Ennismore and Peterboro'.....	P. J. Scollard....	10	6	12 ".....	291 00
Enterprise and Trafford.....	C. Wheland.....	91 $\frac{1}{2}$	1	12 ".....	41 40
Enterprise and Wilkinson.....	P. Finn.....	81 $\frac{1}{2}$	2	12 ".....	89 00
Essonville and Tory Hill.....	H. Maguire.....	4	2	12 ".....	55 00
Ewan and Furnace Falls Railway Crossing.....	W. J. McMahon..	14	3	12 ".....	158 0



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Fernleigh and Plevna.....	M. Davy.....	5½	3 12	months .....	60 00
Flinton and Madoc.....	J. Nicolson.....	19	6 12	" .....	380 00
Fort Stewart and L'Amable Station.	A. Wannamaker .....	19	6 12	" .....	345 00
Fowler's Corners and Best's Rail- way Station.....	W. Dinsdale.....	1½	6 12	" .....	125 00
Foxboro' and Railway Station.....	S. Westover .....	1½	12 9	" (to Mar. 31, '04).	63 75
do do .....	H. W. Barager.....		3 "	" from "	21 25
Frankford and Maple View.....	A. W. Simmons.....	6	3 12	" .....	75 00
Frankford and Railway Station.....	J. Chapman.....		12 "	" .....	78 00
Frankville and Railway Station.....	G. Pepper.....	11	6 12	" .....	244 00
Fuller and Moira.....	A. Herity.....	4	2 12	" .....	48 00
Gananoque and Seeley's Bay.....	J. Sherby.....	15	3 12	" .....	230 00
Gananoque and Street Letter Boxes	D. E. Jackson.....	23	13 12	" .....	145 00
Gananoque and Wilstead.....	T. Elliott.....	5½	3 9	" (to Mar. 31, '04).	83 67
do do .....	G. T. Kyes.....	5½	3 3	" from "	39 00
Gardenville and Weller's Bay Sta- tion.....	J. Dymond.....	1	6 12	" .....	40 00
Gilmour and Railway Station.....	C. Gunter.....	100 yds.	12 12	" .....	20 00
Glanmire and Millbridge.....	E. Tapp.....	7	1 12	" .....	34 00
Glenburnie and The Corners.....	S. Shurtleff.....	½	12 12	" .....	90 00
Glenfield and Vennachar.....	H. W. Snider.....	4	1 12	" .....	40 00
Glen Millar and Trenton.....	T. H. Sweetman.....	3½	6 12	" .....	140 00
Glenora and Picton.....	P. McCormick.....	5½	6 12	" .....	150 00
Glen Ross and Railway Station.....	G. T. Iveson.....	20 yds.	6 9	" & 23 dys. to Apr. 23, 1904)	24 40
Glenvale and Sharpton.....	G. D. Hann.....	4	2 3	" (to Sept. 30, '03).	15 00
do do .....	S. Swain.....	4	2 9	" from "	45 00
Godfrey and Reynoldston.....	C. W. Reynolds.....	7	2 12	" .....	53 72
Gooderham and Haddington.....	E. J. Hadley.....	11	1 12	" .....	65 00
Gooderham and Railway Station.....	J. A. Gould.....	½	12 12	" .....	62 80
Gooderham and Ursa.....	S. Kettle.....	6	1 12	" .....	35 00
Gosport and Napanee.....	A. B. Sexsmith.....	19¾	3 6	" (to Dec. 31, '03).	73 50
do do .....	N. Dingman.....	19¾	3 2	" (to Feb. 29, '04).	32 50
do do .....	F. Spencer & A. McWain.....	19¾	3 4	" from "	65 00
Grafton and Railway Station.....	J. Cochran.....	1	7 12	" .....	100 00
Gull Creek and Tamworth.....	J. A. McKim.....			" .....	5 42
Gunter and St. Ola Railway Station	A. Jones.....	6½	6 12	months.....	160 00
Haliburton and Railway Station.....	J. Adams.....	¼	12 12	" .....	40 00
Haliburton and Wickstead.....	D. H. Anderson.....	10	1 12	" .....	55 00
Halloway and Railway Station.....	E. Rose.....	1154 yds	12 12	" .....	74 88
Hall's Glen and Lakefield.....	D. Madill.....	13	3 5	" (from Feb. 1, '04)	83 33
Hall's Glen and Warsaw.....	do .....	6	2 7	" (to Jan. 31, '04)	35 00
Hall's Lake and Minden.....	J. Walsh.....	18	2 12	" .....	215 00
Harcourt and Railway Station (I. B. & O.).....	D. Davis.....	20 rods.	6 12	" .....	35 00
Harrowsmith and Sydenham.....	C. E. Taylor.....	4	6 12	" .....	48 00
Hartsmere and Hermon.....	J. Bremner.....	10¼	2 12	" .....	108 48
Havelock and Oak Lake.....	S. Hubble.....	16	1 12	" .....	60 00
Havelock and Railway Station.....	R. J. Graham.....	265 yds.	18 12	" .....	45 00
Havelock Transfers.....	W. H. Thompson.....		12 "	" .....	35 00
Hiawatha and Peterboro.....	R. E. Davis.....	11	2 12	" .....	114 00
Highland Grove and Lakefield.....	J. Wilson.....	3	2 12	" .....	52 52
Highland Grove and Railway Sta- tion (I.B. & O.).....	J. F. McMillan.....	200 yds.	6 12	" .....	50 00
Hillier and Railway Station.....	R. C. Titus.....	½	24 12	" .....	60 00
Hillier and Rosehall.....	R. H. Pettingill.....	2½	3 12	" .....	85 80



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hinch and Newburgh.....	J. Cook.....	6	2	3 mos. (to Sept. 30, '03).	12 50
Hotspur and Tory Hill.....	T. Clarke.....	3½	2	12 "	56 00
Indian River and Railway Station.	S. Murphy.....	2	3	12 "	75 00
Ingle and Tamworth.....	H. M. York.....	5	2	12 "	50 00
Inverary and Leland.....	J. Buck.....	6	2	9 " (from Oct. 1, '03)	57 83
Irondale and Railway Station.....	P. Barr.....	½	12	12 "	62 80
Ivanhoe and Railway Station.....	L. W. Seeley.....	3	12	12 "	180 00
Ivy Lea and Lansdowne.....	M. H. McNeil.....	4	3 & 6	12 "	97 00
Jellyby and Railway Station.....	J. E. Davis.....	300 yds.	3	12 "	50 00
Jermyn and Lang.....	M. Carter.....	4	6	12 "	110 00
Jones Falls and Morton.....	M. Muchmore.....	3	3 & 6	12 "	79 00
Keene and Railway Station.....	R. McIntyre.....	1½	12	12 "	24 00
Kennaway and Leafield.....	J. Wilson.....	7½	1	12 "	52 00
Kingston—Carriage of Letter Carriers.....	Kingston, Portsmouth & Catarqui El. Ry. Co.				
			12	"	305 60
Kingston, Portsmouth, &c.....	T. C. Wilson.....	2½	12	12 "	160 00
Kingston and Nenborow.....	G. Hurlburt.....	41	6	6 " (to Mch. 31, '04)	367 00
Kingston and Newburgh.....	C. H. Finkle.....	27	6	12 "	400 00
Kingston and Perth Road.....	G. Alton.....	18	6	12 "	398 00
Kingston and Street Letter Boxes.....	B. McConville.....		12	"	669 78
Kingston and Sydenham.....	R. Scriven.....	18	6	9 " (to Mch. 31, '04)	187 50
do do.....	E. R. Martin.....		3	3 from "	62 50
Kingston and Westport.....	G. Hurlburt and E. Ripley.....	47	6	3 " (to Sept. 30, '03).	106 25
do do.....	F. T. Stafford & W. J. Wing.....		3	" (from Apr. 1, '04)	177 00
Kingston and Willetsholme.....	H. M. Wenborn.....	16½	3	12 "	400 00
Kingston Station and Grand Trunk Junction (collecting letters).....	J. P. Hanley.....	2	26	12 "	36 00
Kinmount end Mount Irwin.....	T. Peacock.....	7	2	12 "	81 00
Lakefield and Lakehurst.....	A. G. Shearer.....	19	3	12 "	240 00
Lakefield and Railway Station.....	J. Cooper.....	¼	18	12 "	75 36
Lakefield and Young's Point.....	P. A. Kearney.....	5½	6	12 "	190 00
Lake Opinicon and Perth Road.....	C. Babcock.....	10	3	12 "	90 00
L'Amable and Brenson Station.....	J. R. Tait.....	1½	6	12 "	85 00
Lang and Railway Station.....	R. Speirs.....	1	12	12 "	94 20
Lansdowne and Melcombe.....	E. E. Landon.....	4	3	12 "	104 00
Lansdowne and Rockfield.....	J. E. Herbison.....	8	6 & 3	12 "	194 00
Lansdowne and Railway Station.....	T. E. Keating.....	½	6	12 "	57 40
Lansdowne and Sand Bay.....	E. Patience.....	11½	3	12 "	150 00
Latimer and Wolf's Corners.....	M. E. Traves.....	1	3	12 "	62 48
Lavant Station and Plevna.....	R. J. Stewart.....	17	3	12 "	190 00
Leinster and Overton.....	J. Schamehorn.....	6	3	12 "	88 00
Lelland and Oates.....	J. Buck.....	4½	2	3 " (to Sept. 30, '03).	12 50
do do.....	do.....	4½	2	10 d. (from June 21, '04)	1 37
Lime Lake and Marlbank.....	H. Fitchett.....	4	3	12 months.....	70 00
Lochlin and Railway Station.....	G. W. James.....	¼	12	12 "	40 00
Long Lake and Mountain Grove.....	J. M. Smith.....	8	3	12 "	112 76
Lyn and Railway Station (B. & W.).....	W. A. McLean.....	½	12	6 " (to Dec. 31, '03).	30 00
do do.....	P. F. Clow.....	½	12	6 " from "	30 00
do do (G.T.).....	W. A. McLean.....	1	6	12 "	55 00
Lyndhurst and Morton Ry. Station	T. Sly.....	2½ & ¾	12 & 6	12 "	95 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
McIntosh Mills and Mallorytown..	T. L. Flood.....	14	6	9 mos. (to Mch 31, '04)..	232 50
do do	R. Leeder, jr.....		3	" from " " ..	81 25
Mackenzie Lake and Madawaska Station.....	J. Payne.....	14	1	12 " ..	73 00
McLean and Farham.....	H. Vanvolkenburgh.....	8 $\frac{1}{2}$	2	12 " ..	89 00
Madoc and Queensboro.....	R. E. Moore.....	8	6	3 " (to Sept. 30, '03)	43 75
do do	J. McCanniff.....	8	6	9 " from " ..	176 25
Madoc and Railway Station (C.O.)	G. Alcombrack.....	7	12	12 " ..	295 00
do do (C.P.)	J. Henderson.....	6 $\frac{1}{2}$	7	12 " ..	295 00
do do (G.T.)	C. Cavarly.....	12 $\frac{1}{2}$	24	12 " ..	124 96
Mallorytown and Poole's Resort...	W. E. Williams.....	5	6 & 3	12 " ..	90 25
Mallorytown and Rockport.....	A. Dickey, jr.....	12 $\frac{1}{2}$	6	12 " ..	237 48
Mallorytown and Sherwood Spring	W. A. Empey.....	7	3	12 " ..	81 72
Malone and Railway Station.....	C. Thompson.....	7	6	7 " (to Jan. 31, '04)	46 66
do do	W. D. Nickle.....	3	6	5 " from " ..	33 33
Maple Lake and Minden.....	J. Barry.....	22 $\frac{1}{2}$	2	12 " ..	195 00
Maple Lake and West Guilford.....	J. Barry.....	3	2	12 " ..	25 00
Marmora and Railway Station.....	R. A. McWilliams.....	2 $\frac{1}{2}$	12	12 " ..	103 30
Marmora and Shanick.....	P. Sheridan.....	9	2	12 " ..	60 00
Marmora and Stirling.....	W. Hulin.....	16	6	12 " ..	265 00
Maynooth and Bancroft Railway Station.....	W. J. Fitzgerald.....	15 $\frac{1}{2}$	6	12 " ..	384 48
Millbridge and Railway Station.....	C. Donaldson.....	1 $\frac{1}{2}$	6	12 " ..	91 25
Minden and Railway Station.....	T. Stinson & Sons.....	7 $\frac{1}{2}$	12	12 " ..	207 24
Minto and Sine.....	C. G. Reid.....	3	3	12 " ..	70 00
Moir and West Huntingdon Railway Station.....	B. C. Salisbury.....	5	6	12 " ..	120 00
Moneymore and Roslin.....	J. W. Burlay.....	5 $\frac{1}{2}$	1	12 " ..	39 00
Morven and Napanee.....	N. Unger.....	5	6	12 " ..	130 00
Mountain Grove and Railway Stn.	A. McDonald.....	100 yds.	12	12 " ..	25 24
Mountain View and Rossmore.....	R. J. Welch.....	6	6	12 " ..	151 48
Mount Julien and Burleigh Road..	P. Kennedy.....	3	3	Season 1903 4 (9 mos.)	49 98
Murray and Railway Station.....	H. A. Boyer.....	1	24	12 months.....	185 00
Napanee and Street Letter Boxes..	R. A. Leonard.....	$\frac{1}{2}$	18	12 " ..	75 00
Napanee and Switzerville.....	P. E. R. Miller.....	6	3	12 " ..	96 00
Naphan and Poucher's Mills.....	J. D. Naphan.....	12 $\frac{1}{2}$	2	12 " ..	72 12
Newboro and Ry. Station (B. & W.)	A. Wallace.....	12	12	12 " ..	49 72
Newboro and Smith's Falls.....	W. F. Graham.....	29 & 25	6	9 " (to Mch. 31, '04)	372 75
do do	J. Vallier.....	29 & 25	6	3 " from " ..	124 25
New Dublin and Bellamy's Stn.	J. Horton.....	3 $\frac{1}{2}$	3	12 " ..	75 00
Norwood and Railway Station.....	D. Foster.....	2	20	12 " ..	261 50
Norwood, Warworth and Hastings Railway Station.....	C. McDonnell.....	16 & 6	6	12 " ..	460 00
Odessa and Railway Station.....	S. Clark.....	5	12	12 " ..	174 00
Odessa and Violet.....	D. W. Shea.....	6	6	12 " ..	117 00
Ormsby and Railway Station.....	J. McKenzie.....	2 $\frac{1}{2}$	12	12 " ..	60 00
Ormsby and Thanet.....	W. McKillican.....	5	2	12 " ..	39 00
Otonabee and Railway Station.....	J. Duff.....	1 $\frac{1}{2}$	12	12 " ..	75 00
Parkhouse and Railway Station.....	J. B. Labarge.....	$\frac{1}{2}$	3	12 " ..	15 00
Parma and The Pines.....	C. Brooks.....	6	3	12 " ..	70 00
Perth and Westport.....	J. F. Mulville.....	23	2	12 " ..	190 00
Peterboro and Ry. Stn. (C.P. & G.T.)	G. Fowler.....	1 $\frac{1}{2}$ & $\frac{1}{4}$	92	12 " ..	449 12



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Peterboro Transfers.....	G. Fowler.....		12	months.....	25 00
Peterboro and Street Letter Boxes	C. Cameron.....	4 $\frac{3}{4}$	12	8 " and 13 d. (to Mch. 14, '04).....	156 56
do do	A. Kingscote.....	4 $\frac{3}{4}$	12	3 " and 18 d. (from Mch. 14, '04).....	67 23
Peterboro and Warsaw.....	J. Crowe.....	16	6	12 ".....	265 00
Petworth and Yarker.....	J. C. Wallace.....	4	6	12 ".....	150 00
Phillipston and Poucher's Mills.....	W. H. Sills.....	5	3	12 ".....	85 00
Phillipsville and Elgin Station.....	H. A. Laforty.....	2 & 5 $\frac{1}{2}$	12	6 " (from Jan 1, '04).....	112 50
Pictou and Railway Station.....	C. Way.....	24	12	".....	100 48
Pictou and Solmesville.....	J. I. Thompson.....	17	6	12 ".....	280 00
Pictou and South Bay.....	G. R. Dulmage.....	19 $\frac{1}{2}$	6	3 " (to Sept. 30, '03).....	73 00
do do	W. Robbins.....	19 $\frac{1}{2}$	6	9 " from ".....	296 25
Pictou and Street Letter Boxes.....	W. V. Pettet.....	1	12	12 ".....	78 50
Pictou and West Lake and West Point.....	J. R. Tubbs.....	10, 8 & 50 rods.	3 & 6	12 ".....	170 12
Point Traverse and South Bay.....	A. Vandusen.....	7 $\frac{3}{4}$	3	3 " (to Sept. 30, '03).....	18 00
do do	F. Bougard.....	7 $\frac{3}{4}$	3	9 " from ".....	54 00
Portland and Crosby Station.....	W. G. Singleton.....	5	6	12 ".....	162 24
Preneveau and Rylston.....	J. C. Hegardorn.....	8	3	12 ".....	130 00
Pusey and Railway Station.....	Mrs. J. Shea.....		6	12 ".....	50 00
Read and Shannonville.....	P. Brennan.....	13 $\frac{3}{4}$	6	12 ".....	237 48
Roblin and West Plain.....	A. Sedore.....	3	2	12 ".....	25 00
St. Lawrence and Wolfe Island.....	S. D. Woodman.....	14	2	12 ".....	95 00
Sharbot Lake and Railway Stn.....	J. L. Gerald.....	14	12	".....	146 40
Sharbot Lake and Zealand.....	J. Erwin.....	5 $\frac{1}{2}$	2	12 ".....	74 00
Sidney Crossing and G.T. Ry. Stn.....	W. Vandervoort.....	1	6	12 ".....	75 00
Soperton and B.W. & S.S.M. Rail- way Station.....	S. W. Stafford.....	1 $\frac{1}{2}$	6	12 ".....	50 00
Springville and Frazerville Railway Station (G.T.R.).....	D. V. Trew.....	3	6	12 ".....	89 00
Stirling and Railway Station.....	H. S. Ferguson.....	4	12	12 ".....	78 50
Tory Hill and Railway Station.....	J. H. Anderson.....	10 rods.	12	12 ".....	50 00
Trenton and Railway Station (C.O.).....	J. E. Rathbun.....	9 $\frac{1}{4}$	36	12 ".....	187 80
Trenton and Wooler.....	F. Ferguson.....	9	6	12 ".....	160 00
Tuftsville and Madoc Junction.....	S. Tufts.....	1 $\frac{1}{2}$	6	12 ".....	24 00
Tweed and Railway Station.....	O. C. Frost.....	20 $\frac{1}{2}$	20	12 ".....	204 50
Umprville and Turriff Ry. Stn.....	J. McCabe.....	4	3	12 ".....	115 00
Villiers and Railway Station.....	W. Weir.....	2	3	8 " (to Feb. 29, '04).....	46 63
do do	J. Hastie.....	2	6	4 " from ".....	41 00
Wellington and Railway Station.....	A. W. Clarke.....	4	24	12 ".....	46 80
Wellman's Corners and Ry. Stn.....	T. Hubble.....	2	6	12 ".....	150 00
West Huntingdon and Ry. Stn.....	A. Adams.....	4	6	12 ".....	27 00
Westport and Ry. Stn. (B. & W.).....	J. H. Whelan.....	1	12	12 ".....	68 00
Westport and Railway Stn. (K.P.).....	F. C. Knapp.....	20	3	12 ".....	168 00
Westwood and Railway Station.....	J. Doherty.....	2 $\frac{1}{2}$	6	12 ".....	142 24



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APPENDIX B—*Continued.*DETAIL of all payments for Mail Transportation in Kingston Postal Division,  
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Wilbur and Railway Station.....	Mrs. B. Richard-son	10 yds.	6	3 mos. (to Sept. 30, '03).	2 50
do do .....	Robert Richard-son	10 yds.	6	9 " from "	7 50
<i>Special Services—Snow Blockade.</i>					
Belleville and Madoc.....	M. McMahon.				7 00
Enterprise and Tamworth....	E. Doyle.....				2 00
Ewan and Kinnmount.....	W. J. McMahon				10 00
Kinnmount and Gooderham....	A. Train.....				10 00
Kinnmount and Haliburton....	A. Stenson..				20 00
do do .....	R. J. Mills.....				20 00
Lakefield and Peterboro. ....	W. J. Madill..				12 00
Madoc and Ivanhoe.....	J. Henderson..				6 00
Napanee and Yarker.....	C. A. Anderson.				20 00
Tweed and Tamworth.....	T. Johnston...				5 00
Tweed and Yarker.....	A. W. Turcott..				12 50
	Total .....				\$41,163 36
	LESS—Amount withdrawn from Guarantee Fund . .				360 45
					\$40,802 91

## APPENDIX B—Continued.

## LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the Year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberarder and Railway Station...	H. R. Dier.....	1	6	9 months (to Mar. 31, '04)	37 76
do do	W. S. Sutcliffe..	6	3	" from "	12 48
Aberdour and Railway Station...	G. Christie..	6	12	" "	70 32
Adelaide and Strathroy..	J. Harris.....	8 1/2	6	12 " "	146 00
Ailsa Craig and Nairn.....	D. A. McIntyre..	8 1/2	6	12 " "	280 00
Ailsa Craig and Railway Station...	J. Morgan.....	12	12	" "	80 00
Albuna and Blytheswood.....	E. Courtney...	2 1/2	3	12 " "	60 00
Aldboro and Rodney.....	C. McIntyre....	4	6	3 " (to Sept. 30, '03).	40 00
do do	M. A. Ramsay...	4	6	6 " (to Mar. 31, '04).	80 00
do do	J. Sholtz.....	4	6	3 " from " "	40 00
Allenford and French Bay.....	H. Shannon.....	8	2	12 " "	109 60
Allenford and Railway Station...	C. Cartwright..	12	12	" "	94 20
Allenford and Southampton.....	do	10 1/2	6	12 " "	249 00
Alma and Railway Station.....	A. Roos.....	24	12	" "	119 00
Alma and Winfield.....	T. E. Heritage..	8	3	6 " (to Dec. 31, '03)..	51 50
do do	J. H. Stone.....	8	3	6 " from " "	51 50
Alvinston and Railway Station...	S. G. Williams..	1 1/2	12	12 " "	87 00
Amberley and Lurgan and Main Post Road.....	D. Ray.....	5 & 2 1/2	3 & 6	12 " "	85 00
Amherstburg and Railway Station.	J. R. Tomlinson.	1	12	12 " "	84 14
Amherstburg and Windsor.....	A. Fox.....	17 1/2 & 19 1/2	6 & 3	12 " "	450 00
Amiens and Strathroy.....	W. Ireland.....	5	6	12 " "	100 00
Amulree and Stratford.....	J. D. Fisher....	11	6	12 " "	294 00
Appin and Mayfair.....	J. E. Campbell..	4 1/2	6	12 " "	147 00
Appin and Osman.....	H. Davis.....	8 1/2	3	12 " "	120 00
Appledore and Railway Station...	W. Higgs.....	2 1/2	2	12 " "	57 20
Arkona and Keyser.....	H. E. Wilson....	5 1/2	6	12 " "	165 00
Arkona and Thedford.....	W. H. Sitlington	7 1/2	6	12 " "	120 00
Arkona and Watford.....	T. J. Wilson....	13 1/2 & 11 1/2	6	12 " "	242 40
Armow and Kincardine.....	D. McKenzie....	11	3	12 " "	120 00
Arner and Railway Station.....	G. C. Greaves..	1 1/4	12	12 " "	54 00
Arthur and Fergus.....	W. E. Draper....	12	6	12 " "	135 00
Arthur and Railway Station.....	E. A. Driscoll..	3 1/2	24	12 " "	98 00
Atkin and Inwood.....	E. L. Miller....	4 1/2	2	3 " (to Sept. 30, '03).	12 50
do do	H. Atkin.....	4 1/2	2	9 " from " "	50 00
Atwood and Mitchell.....	J. Abbott.....	17	6	12 " "	349 00
Atwood and Railway Station.....	D. Gordon.....	1 1/8	6	12 " "	35 00
Auburn, Blyth Railway Station and St. Augustine.....	M. A. Moore....	6 3/4 & 6 1/4	6	12 " "	416 25
Aughrim and Tancred.....	F. Canning.....	2 1/2	2	4 " (to Oct. 31, '03)..	11 70
do do	J. Fields.....	2 1/4	2	8 " from " "	25 80
Avon, Putnam and Railway Station.	J. McCallum....	6 1/2	6-12	12 " "	190 00
Avonbank and St. Paul's Railway Station.	J. Gibson.....	14 1/2	6	12 " "	397 00
Avonry and Wilkesport.....	E. Blacklock....	2 1/2	2	12 " "	45 00
Aylmer and Dumboyne.....	C. Paubst.....	32	6 r. t.	12 " "	474 00
Aylmer and Railway Station (G.T.)	A. W. Pierce....	3 1/4	24	12 " "	100 00
do do do (M.C.)	do	2 1/2	6	12 " "	109 90
Aylmer and St. Thomas.....	J. Thody.....	10	6	12 " "	143 75
Ayr and Railway Station.....	H. Deagon.....	1 1/4	18	12 " "	141 30

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Ayr and Roseville.....	A. E. Kaiser.....	4 $\frac{1}{2}$	6	12 months.....	157 00
Baden and Wellesley.....	P. Ottman.....	9	6	12 ".....	205 00
Bamberg and Petersburg.....	G. Kress.....	8	6	12 ".....	193 73
Banner and Railway Station.....	J. Clendinning.....	$\frac{1}{2}$	6	12 ".....	65 94
Barretville and Elford.....	D. McFarlane.....	3 $\frac{3}{4}$	2	3 " (to Sept. 30, '03).....	10 00
Barretville and Essex.....	do.....	8 $\frac{1}{2}$	2	9 " from ".....	68 25
Bayfield and Railway Station.....	J. McGee.....	9 $\frac{1}{2}$	6	12 ".....	200 00
Bayfield and Seaforth.....	do.....	17	6	12 ".....	315 00
Bayham and Ingersoll.....	W. H. Cook.....	20 $\frac{1}{2}$	6	10 " (to Apr. 30, '04).....	328 80
do do.....	P. Kennedy.....	20 $\frac{1}{2}$	6	2 " from ".....	73 73
Beachville and Railway Station.....	T. Taylor.....	275 yds.	6	10 " (from Sept. 1, '03).....	41 58
Beaconsfield and Woodstock.....	H. Rice.....	16	6	12 ".....	324 00
Bear Line and Chatham.....	J. E. Watson.....	8 $\frac{1}{2}$	2	12 ".....	148 00
Beaver Meadow and Bradshaw.....	D. Young.....	4 $\frac{1}{2}$	2	12 ".....	52 00
Becher and Terminus.....	Mrs. D. Munro.....	4 $\frac{1}{2}$	2	12 ".....	52 00
Becher and Wallaceburg.....	E. H. Ruttan.....	5	3	12 ".....	80 00
Beechwood, St. Columban and Railway Station.....	J. Nigh.....	2 $\frac{3}{4}$ & 1 $\frac{1}{2}$	6 & 18	10 " (to Apr. 30, '04).....	70 75
do do.....	J. J. Ryan.....	2 $\frac{3}{4}$ & 1 $\frac{1}{2}$	6 & 18	2 " from ".....	31 84
Belgrave and Marnoch.....	P. Porterfield.....	3 $\frac{3}{4}$	3	12 ".....	60 00
Belgrave and Railway Station.....	D. Sproat.....	18	12	12 ".....	150 00
Belgrave and Sunshine.....	M. S. Watson.....	3 $\frac{1}{2}$	2	12 ".....	70 00
Belle River and Byrnedale.....	W. Byrne.....	5 $\frac{1}{2}$	1	12 ".....	55 06
Belmont and London.....	J. Charles.....	14	6	12 ".....	140 00
Belmont and Railway Station.....	do.....	$\frac{1}{2}$	12	12 ".....	59 02
Belmore and Wroxeter.....	J. Chittick.....	6	6	12 ".....	149 00
Belton and Railway Station.....	T. F. Wiseman.....	$\frac{1}{2}$	12	12 ".....	50 00
Belton and St. Ives.....	H. Powell.....	6	2	12 ".....	72 00
Benniller and Goderich.....	W. Moore, jr.....	6 $\frac{1}{2}$	6	12 ".....	175 00
Bentpath and Dresden.....	J. Stewart.....	14	2	12 ".....	95 20
Berlin and Crosshill.....	T. S. Playford.....	15 $\frac{1}{2}$	6	12 ".....	300 00
Berlin, Galt and Elmira Railway Station.....	Berlin & Waterloo St. Ry. Co.....	$\frac{1}{2}$	18	12 ".....	130 00
Berlin and Street Letter Boxes.....	H. Bachmann.....	91 $\frac{1}{2}$	13 & 19	12 ".....	300 00
Berlin and Waterloo.....	Berlin & Waterloo St. Ry. Co.....	2	6	3 " (from Apr. 1, '04).....	9 36
Berlin and West Montrose.....	J. McGovern.....	14	6	12 ".....	365 00
Bickford and Railway Station.....	M. Webster.....	300 feet	12	12 ".....	40 18
Big Point and Dover South.....	J. Brown.....	7	3	12 ".....	97 47
Birr and Southgate.....	G. Morrison.....	2 $\frac{1}{2}$	3	12 ".....	50 00
Blackwell Station and Ry. Station.....	P. Wellington.....		2	12 ".....	41 60
Blair and Railway Station.....	J. J. H. Renshaw.....	20 feet	12	12 ".....	27 18
Blandford Station and Ry. Station.....	E. Eaton.....	$\frac{1}{16}$	12	12 ".....	36 00
Bleinheim and Morpeth.....	T. K. Morris.....	10	6	12 ".....	313 00
Bleinheim and Railway Station.....	E. W. Osborne.....	$\frac{1}{2}$	18	1 " 27 days (to Aug. 27 '03).....	24 72
do do.....	T. K. Morris.....		10	" 4 d. from ".....	131 50
Bleinheim and Rondeau.....	J. Mann.....	5	3	6 5 " 6 dys. (to Dec. 6, '03).....	35 95
do do.....	do.....		6	6 " 25 d. from ".....	81 64
Bleinheim and Wheatley.....	W. E. Dean.....	32 $\frac{1}{2}$	6	12 ".....	775 00
Blue Lake and Railway Station.....	J. D. McDonald.....	$\frac{1}{4}$	12	7 " 16 days (from Nov. 16, '03).....	39 20
Bluevale and Railway Station.....	J. Gardner.....	$\frac{1}{2}$	12	12 ".....	105 00
Blyth and Railway Station.....	W. Bell.....	$\frac{1}{2}$	24	12 ".....	175 84
Blytheswood and Goldsmith.....	D. Reid, jr.....	4 $\frac{1}{2}$	3	12 ".....	90 00
Blytheswood and Railway Station.....	A. J. Scratch.....	$\frac{1}{2}$	6	12 ".....	106 76
Bornholm and Brodhagen.....	W. Hillebrecht.....	4	6	12 ".....	147 00
Bornish and Sable.....	A. McDonald.....	3	3	12 ".....	50 00
Bothwell and Clachan.....	J. D. Patterson.....	6 & 8 $\frac{1}{2}$	6	12 ".....	300 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
Bothwell and Florence .....	C. McCrary .....	8½	6	6 mos. (to Dec. 31, '03).	150 00
do do .....	C. McDonald .....	8½	6	6 " from " .....	150 00
Bothwell and Moravian Town .....	W. Goodling .....	4	2	12 " .....	56 00
Bothwell and Mosside .....	A. C. McAlpine .....	16	6	12 " .....	368 54
Bowood and Joan .....	J. S. Harris .....	5	6	12 " .....	120 00
Boxall and Fingall .....	L. Else .....	3½	4	12 " .....	100 00
Bradshaw and Bridgen .....	W. A. Dawson .....	5	3	12 " .....	99 00
Brandy Creek and Railway Station .....	E. R. Crombie .....	1½	6	12 " .....	45 00
Brantford and Burtch .....	J. McIntyre .....	6½	6	12 " .....	170 00
Brantford and Grand View .....	Hunt & Colter .....	1	6	12 " .....	50 00
Brantford and Langford .....	D. Dowling .....	8	6	12 " .....	200 00
Brantford and Railway Stations .....	J. M. Dyckman & Co. ....	1¼, 1¼, 1½	24, 24, 72	12 " .....	641 23
Brantford and Street Letter Boxes .....	J. Moffatt .....	19½	12	12 " (less fine) .....	278 00
Breslau and Weissenburg .....	A. Hoch .....	9	6	12 " .....	200 00
Brewster and Park Hill .....	J. Raville .....	15½	6	12 " .....	300 00
Brigden and Railway Station .....	J. Armstrong .....	1¼	12	12 " .....	94 20
Brigden and Wheeler .....	J. R. Woodwork .....	6	2	12 " .....	104 00
Bright and Cassel .....	O. Carter .....	9	6	12 " .....	250 48
Bright, Washington and Railway Station .....	E. Gatzka .....	6¼ & 1½	6 & 12	12 " .....	194 00
Brinkman's Corners and Tobermory .....	J. H. Hopskins .....	16½	2	12 " .....	245 00
Britton and Railway Station .....	A. G. Alexander .....	1¼	6	12 " .....	68 00
Brucefield and Railway Station .....	C. Wilson .....	1¼	24	12 " .....	69 08
Brunner and Railway Station .....	W. Peters .....	1½	6	12 " .....	62 60
Brussels and Cranbrook .....	G. Huether .....	5	6	12 " .....	117 00
Brussels and Railway Station .....	G. R. Muldoon .....	1½	18 & 24	12 " .....	91 54
Brussels and Seaforth .....	E. G. Lowry .....	15	6	12 " .....	175 00
Brussels and Wroxeter .....	G. Robb .....	10	6	12 " .....	225 00
Burford and Cathcart .....	R. W. Cavin .....	5½	6	12 " .....	139 00
Burford and Fairfield Plain .....	J. Cayin .....	3½	3	8 " 7 days (to March 7, '04) .....	51 16
do do .....	do .....	3½	6	3 " 24 d. from " .....	40 95
Burgessville and Newark .....	W. B. Sherk .....	5½ & 9½	6	12 " .....	199 00
Burgessville and Railway Station .....	F. Purdue .....	1	18	12 " .....	50 00
Buxton and Railway Station .....	B. G. Burk .....	1	12	12 " .....	100 48
Byron and London .....	J. Charles .....	5 & 6	6	12 " .....	173 33
Calder and Railway Station .....	H. G. Jones .....	2¾	2	12 " .....	51 00
Caledonia and Conboyville .....	J. W. McMillan .....	6	2	12 " .....	75 00
Caledonia and Railway Station .....	do .....	½	24	12 " .....	145 00
Caledonia and Six Nations .....	P. J. Atkins .....	5¼	3	12 " .....	42 00
Canfield and Railway Station .....	T. Brown .....	1½	18	12 " .....	78 00
Cape Croker and Colpoys Bay .....	I. Descheneaux .....	15	2	12 " .....	95 00
Cargill and Railway Station .....	C. W. Keeling .....	¾	18	12 " .....	135 62
Carholme and Simcoe .....	W. E. Brearley .....	16	6	3 " (to Sept. 30, '03).	78 25
do do .....	R. Hodges .....	17¾	6	9 " from " .....	360 00
Carlsruhe and Railway Station .....	X. Lobsinger .....	1¼	12	12 " .....	110 18
Cayuga and Deans .....	G. Shipway .....	3	3	12 " .....	76 44
Cayuga and Railway Station (G.T.) .....	E. T. Wigg .....	1½	6	12 " .....	59 66
do do .....	do .....	¾	12	12 " .....	47 10
do do (M.C.) .....	G. Lishinan .....	1½	12	12 " .....	125 60
Cayuga and Gypsum Mines .....	J. Stockton .....	4	6	12 " .....	122 72
Cayuga and Kohler .....	J. Hoffman .....	4½	3	12 " .....	85 00
Cayuga and Upper .....	A. Auger .....	12	3	12 " .....	135 00
Centralia and Saintsbury .....	W. J. Smyth .....	4	2	12 " .....	52 00
Charing Cross and DoYLES .....	M. Doyle .....	4½	2	12 " .....	75 00
Charing Cross and Railway Station .....	A. Hunter .....	½	24	12 " .....	100 48

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Charlemont and Tupperville...	J. Humphrey ..	4½	2	8 (mos. to Feb. 29, '04)..	40 55
do do	A. Walker.....	4½	2	4 " from " ..	20 45
Chatham and Dover South .....	W. Lapp.....	6½	6	12 " ..	270 00
Chatham and Mitchell's Bay .....	J. McLaren .....	15½	3	12 " ..	200 00
Chatham and Railway Station (L. E. & D.) .....	J. W. Green....	1½	30	9 " (to Apr. 1, '04)..	157 50
do do	W. Lethbridge..	1½	30	3 " from " ..	66 25
Chatham and Street Letter Boxes..	A. Bogart .....		18	12 " ..	226 87
Cheapside Jarvis and Ry. Station..	P. Gibbs .....	15½	6 & 12	11 " 15 days (to June 16, '04)..	432 69
do do	R. Mattice .....	15½	6 & 12	14 " days from " ..	17 31
Chepstowe and Railway Station...	J. Schurter, sr..	2½	6	12 " ..	117 00
Chesley and Railway Station .....	J. Lindsay, jr..	1½	18	12 " ..	180 00
Chevalier and Stony Point .....	D. L. Chauvin..	1	12	12 " ..	96 00
Christina and Mount Brydges .....	J. Bond .....	13	3 r. t.	12 " ..	117 00
Canbrasil and Railway Station..	J. Cossar .....	2	6	12 " ..	60 00
Clandeboyne and West McGillivray.	J. W. Hardy....	7½	6	12 " ..	169 00
Clifford and Huntingfield..	M. Haskins....	7	2	6 " (to Dec. 31, '03)..	37 50
do do	J. Renwick.....	7	2	6 " from " ..	45 00
Clifford and Lakelet .....	J. Horton .....	5	6	12 " ..	120 00
Clifford and Railway Station .....	J. Bolton .....	1½	12	12 " ..	60 26
Clinton and Railway Station .....	J. W. Elliott....		42 & 48	12 " ..	149 83
Clinton and Summerhill .....	I. Brownlee....	4½	2	12 " ..	65 00
Coatsworth Station and Railway Station .....	J. E. Liddle....	15 rods	12	12 " ..	43 96
Coldstream and Fern Hill .....	S. P. Zavitz .....	6	6	12 " ..	107 00
Colinville and Sarnia .....	J. McKellar....	30½ & 32½	3	12 " ..	246 30
Colpoys and Wiarton .....	L. Hyatt .....	3	6	12 " ..	90 00
Comber and Railway Station .....	W. Burnard .....	½	24	12 " ..	130 96
Comet and Harrow .....	Mrs. A. Beaudoin	4½	3	12 " ..	143 00
Conroy and St. Paul's Station..	J. Grady .....	2½	2	6 " (to Dec. 31, '03)..	30 00
do do	J. Robb .....	3	2	6 " from " ..	30 00
Copleston and Petrolea .....	W. White .....	3½	6	12 " ..	160 00
Corinth and Railway Station .....	G. A. McKenzie	25 rods	12	12 " ..	59 00
Cornell and Railway Station .....	I. Sommers, jr..	3½	12	12 " ..	85 00
Corunna and Railway Station .....	C. E. Proctor .....	1½	12	12 " ..	68 64
Cotswold and Palmerston .....	G. Williams....	7	3	12 " ..	150 00
Cottam and Essex .....	A. Lounsberg..	5½	6	12 " ..	160 00
Courtland, Port Rowan and Railway Station .....	W. T. Minard ..	20 & ¼	6 & 12	12 " ..	495 00
Courtland and Rosanna .....	W. J. Herron....	4	2	12 " ..	48 00
Courtwright and Ladysmith .....	J. Coyle, sr....	5½	3	12 " ..	95 00
Courtwright and Railway Station (L. E. & D. R.) .....	W. A. Cathcart.	1½	12	12 " ..	76 00
Courtwright and Railway Station (M. C.) .....	do .....	1½	12	12 " ..	78 50
Cowal and Iona Station .....	W. Fletcher .....	6	6	12 " ..	90 00
Cranston and Railway Station .....	D. Hannah .....	4½	6	12 " ..	160 00
Crediton and Railway Station .....	C. Wolf .....	5	12	12 " ..	200 00
Crinan and Dutton .....	J. D. McIntyre.	10	3	1 month (to July 31, '03)	13 14
do do	N. Currie .....	10	3	11 months from " ..	173 99
Croton and Thamesville .....	W. A. Bigham..	11	6	12 " ..	200 00
Cultus and Erie View .....	E. Overbaugh..	8	6	12 " ..	196 25
Currie's Crossing and Railway Stn.	W. D. Smith....	1	6	12 " ..	75 36
Cuthbert and Edy's Mills .....	T. Marshall....	4½	2	12 " ..	52 00
Darrell and Railway Station .....	S. Duncan .....	50 ft.	6	12 " ..	15 70
Dashwood and Exeter Railway Stn	P. McIsaac .....	8½	6	12 " ..	220 00
Dashwood and Park Hill .....	do .....	16½	6	12 " ..	334 00
Decewsville and Railway Station..	E. Barnett .....	300 yds.	12	12 " ..	54 00



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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Deemerton and Mildmay.....	A. Kueneman.....	2 $\frac{3}{4}$	6	12 months.....	144 00
Delaware and London.....	F. Ireland.....	12	6	12 ".....	164 00
Delhi and Railway Station.....	J. M. Cryslor.....	$\frac{1}{2}$	6	12 ".....	31 40
Delhi and Rhineland.....	G. Manthe.....	4	3	12 ".....	67 00
Delhi, Wycombe and Railway Stn.....	A. L. Wilson.....	8 $\frac{1}{2}$ & $\frac{3}{4}$	6 & 12	12 ".....	203 44
Delmer and Railway Station.....	H. Minshall.....	$\frac{1}{2}$	6	9 " (to March 31, '04)	37 50
do do.....	E. Hicks.....	$\frac{1}{2}$	6	".....	12 50
Denfield and Duncrief.....	N. Stewart.....	6 $\frac{1}{2}$	6	12 months.....	200 00
Denfield and Railway Station.....	R. Orr.....	6 rods	24	12 ".....	44 00
Dereham Centre and Main Post Road.....	W. Short.....	2	6	12 ".....	96 00
Derryane and Kenilworth.....	J. Purtil.....	5	2	12 ".....	50 00
Devizes and Maple Grove.....	I. Langford.....	4 $\frac{1}{2}$	3	12 ".....	72 00
Dexter and Union.....	C. F. Parker.....	5	6	12 ".....	120 00
Dobbinton and Mount Hope.....	J. King.....	19	3	6 " and 14 days (to Jan. 14, '04) and 17 days (from Jan. 15, '04)	62 02
do do.....	do.....	19 $\frac{1}{2}$	3	5 ".....	54 36
Dobbinton and Railway Station.....	W. J. Thompson.....	$\frac{1}{2}$	12	12 ".....	87 92
Donegal and Railway Station.....	J. H. Thorndyke.....	4 $\frac{1}{2}$	6	12 ".....	150 00
Doon and Railway Station.....	J. H. Thompson.....	$\frac{1}{2}$	18	12 ".....	40 02
Drayton and Hollen.....	J. A. Saigeon.....	5	6	12 ".....	172 10
Drayton and Railway Station.....	R. Henderson.....	$\frac{1}{2}$	24	12 ".....	74 08
Drayton and Riverbank.....	F. J. Wilson.....	6 $\frac{1}{2}$	6	12 ".....	223 84
Dresden and Railway Station.....	J. Watson.....	$\frac{1}{2}$	24	12 ".....	200 96
Dresden and Rutherford.....	T. G. Sayer.....	10	6	7 " (to Jan. 31, '04)	155 07
do do.....	J. W. Rosebrugh.....	"	5	" from ".....	109 93
Drew and Railway Station.....	A. Cardwell.....	2	6	3 " (to Sept. 30, '03)	25 25
do do.....	S. Bishop.....	2 $\frac{1}{2}$	6	9 " from ".....	82 36
Drew Station and Railway Station.....	J. H. Dickson.....	2	6	12 ".....	10 50
Drumbo and Railway Station.....	R. Alexander.....	3 & $\frac{1}{2}$	24	12 ".....	107 50
Drysdale and Kippen.....	J. Howard.....	10	6	12 ".....	290 00
Duart, Palmyra and Railway Stn.....	L. Eberle.....	8 $\frac{1}{2}$	6 & 12	12 ".....	350 00
Dublin and Farquhar.....	J. Riley.....	11	6	12 ".....	295 00
Dublin and Railway Station.....	M. Wallace.....	$\frac{1}{2}$	24	12 ".....	93 92
Dumblane and Paisley.....	I. McNeill.....	5 $\frac{1}{2}$	3	12 ".....	101 00
Dunkeld and Railway Station.....	F. Schuler.....	$\frac{1}{2}$	6	12 ".....	79 00
Dunnville and Selkirk.....	S. Hursh.....	18	6	12 ".....	394 00
Dutton and Railway Station.....	A. J. Leitch.....	$\frac{1}{2}$	12	12 ".....	125 60
Dyer's Bay and Lion's Head.....	R. Currie.....	16	2	12 ".....	173 00
Eagle and Railway Station.....	W. Wann.....	4 $\frac{1}{2}$	12	12 ".....	240 00
Ealing and The Gore.....	M. Ackland.....	3	3	12 ".....	60 00
Eberts and Railway Station.....	E. H. Moir.....	150 yds.	12	12 ".....	43 96
Eden and Railway Station.....	Tilsonburg, Lake Erie and Pacific Railway Co.	$\frac{1}{2}$	18	12 ".....	50 00
Edgar's Mills and Railway Station.....	Mrs. H. C. Neice.....	140 yds.	6	6 " (to Dec. 31, '03)	20 00
do do.....	S. Weldon.....	140 yds.	6	6 " from ".....	20 00
Edy's Mills and Oil Springs.....	A. Groombridge.....	3	6	12 ".....	112 50
Elford and Essex.....	J. A. Sweetman.....	5	2	3 " (to Sept. 30, '03)	14 50
Elmira and Glen Allan.....	W. Steenson.....	10 & 13	6	12 ".....	267 44
Elmira and Railway Station.....	H. Stenarnagel.....	$\frac{1}{2}$	24	12 ".....	94 50
Elmstead and Railway Station.....	J. S. Austin.....	2	3	12 ".....	50 00
Elmwood, Malcolm and Solway.....	C. Becker.....	2 $\frac{1}{2}$ & 3 $\frac{1}{2}$	6 & 3	12 ".....	150 00
Elmwood and Railway Station.....	J. Zarn.....	$\frac{1}{2}$	12	12 ".....	47 00
Elora and Inverhaugh.....	H. Dobberthien.....	4 $\frac{1}{2}$	2	12 ".....	52 00
Elora and Pentland.....	D. Eseh.....	5	1	12 ".....	55 00
Elora and Railway Station (C.P.).....	F. R. Johnson.....	$\frac{1}{2}$	12	12 ".....	70 32
do do (G.T.).....	do.....	$\frac{1}{2}$	24	12 ".....	120 56



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Elora and Salem.....	E. Wissler.....	1	12	12 months.....	65 00
Embro and Harrington.....	W. S. Vannatter.....	25½	6	12 "	290 00
Embro and Holiday.....	J. R. McKenzie.....	4	3	12 "	70 00
Embro and Railway Station.....	W. S. Vannatter.....	3½	12	12 "	163 28
Erbsville and Waterloo.....	G. Brown.....	5½	2	12 "	80 00
Erie and Jarvis.....	H. A. Smithson.....	4½	2	12 "	75 00
Erieau and Railway Station.....	C. B. More.....	4	12	1 " and 22 days (to Sept. 12, '04)...	4 60
Eskdale and Tiverton.....	A. McDonald.....	3½	2	12 "	75 00
Essex and Gesto.....	R. Hamilton.....	5½	6	12 "	158 00
Essex and Railway Station.....	T. Rush.....	4	24	12 "	157 00
Ethel and Railway Station.....	J. Jamieson.....	9	12	12 "	135 00
Ettrick and Ilderton.....	J. McRae.....	13	3 r.t.	12 "	88 66
Exeter and Railway Station.....	C. Snell.....	1	24	12 "	188 40
Exeter and St. Mary's.....	F. Ballentyne.....	26	6	12 "	525 00
Fair Ground and Tilsonburg.....	H. E. Cutler.....	20½	6	12 "	540 00
Fair Play and Tecumseh.....	J. Quick.....	4	2	12 "	65 00
Fairview and Stratford.....	J. T. Waddell.....	7	3	12 "	150 00
Falconbridge and Mount Bridges	A. Graham.....	16½	3 r.t.	12 "	110 00
Falkland and Paris Station.....	M. C. Gray.....	9	6	8 " (to Feb. 29, '04)...	147 69
do do.....	T. Halbert.....	9	6	4 " from ".....	92 31
Farewell and Kenilworth.....	H. Morrison.....	6½	6	12 "	140 00
Farewell and Wagram.....	do.....	3	2	12 "	35 00
Fargo and Kent Centre.....	W. J. Simpson.....	3	2	3 " (to Sept. 30, '03)...	13 75
do do.....	G. H. Roseborough.....	3	2	3 " (to Dec. 31, '03)...	13 75
do do.....	N. E. Horton.....	3	2	6 " from ".....	27 50
Fargo and Railway Station.....	S. W. White.....	300 yds.	18	12 "	60 26
Fergus and Ponsonby.....	D. Duffield.....	7	3	12 "	130 00
Fergus and Railway Station (C.P.)	R. Phillips.....	3	12	12 "	42 26
do do (G.T.).....	M. E. Cosford.....	4	24	12 "	124 34
Fernbank, Millbank and Railway Station.....	T. J. Hawthorne.....	4 & 3	6 & 12	12 "	305 00
Fingal and Port Talbot.....	J. Brown.....	8	3	12 "	130 00
Fingal and Railway Station.....	J. A. Neville.....	3½	12	12 "	174 00
Fingal and St. Thomas.....	J. Cameron.....	7	6	12 "	140 00
Fisherville, Nelles Corners and Railway Station.....	H. Reichheld.....	4½	6-12	12 "	190 00
Fletcher and Railway Station.....	R. Sainsbury.....	5½	12	12 "	65 00
Florence and Oakdale.....	D. R. Sinclair.....	5½	6	6 " and 17 days (from Dec. 15, '03)...	146 06
Florence and Shetland.....	C. McCrary.....	5	6	6 " (to Dec. 31, '03)...	59 50
do do.....	G. Thompson.....	5	6	6 " from ".....	59 50
Fordwich and Newbridge.....	W. Chapman.....	4½ & 7	6 & 3	12 "	134 75
Fordwich and Railway Station.....	J. McLaughlin.....	1	12	12 "	87 92
Fordyce and Lucknow.....	A. McLeod.....	11, 7, 20	6, 3, 3	3 " (to Sept. 30, '03)...	160 00
do do.....	do.....	9½	6	9 " from ".....	225 00
Forest and Railway Station.....	R. Foster.....	167 yds.	12	12 "	87 92
Forest and Ravenswood.....	C. Anderson.....	9	3	12 "	100 00
Forestville and Railway Station.....	E. G. Hoover.....	1	12	12 "	62 80
Freeborn and Peffer's Crossing.....	H. Freeborn.....	1	6	12 "	30 12
Frome and Railway Station.....	W. F. Silcox.....	1	6	12 "	78 50
Fullarton and Mitchell.....	H. Rogers.....	8	6	12 "	313 00
Fulton Mills and Railway Station.....	G. Fulton.....	300 yds.	6	12 "	40 18
Galt and Railway Station (C.P.).....	T. Keachie.....	½	24	12 "	200 96
do do (W. G. & B.).....	do.....	12 & 6	12	12 "	125 00
Galt and Glen Morris.....	T. Gingrich.....	7	6	12 "	215 00

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Galt and Street Letter Boxes.....	J. A. Lenfesty..	4 <sup>38</sup> <sub>100</sub>	13	12 months.....	160 00
Garnet and Railway Station.....	C. A. Walker..	12	12	" .....	80 00
Gladstone and Railway Station.....	E. R. McMurray	5	6	12 " .....	99 00
Glanis and Pinkerton Railway Station.....	H. McLeod.....	18 r. t.	6	12 " .....	248 00
Glanworth and Railway Station.....	K. Turnbull....	6	12	" .....	64 36
Glen Annan and Railway Station.....	A. Anderson....	12	12	" .....	48 34
Glencoe and Kilmartin.....	D. B. McIntyre..	4 <sup>3</sup> <sub>100</sub>	3	12 " .....	89 00
Glencoe and Wood Green.....	A. Crother.....	5 <sup>5</sup> <sub>100</sub>	6	3 " (to Sept. 30, '03)..	37 50
do do.....	J. L. McIntyre..	5 <sup>5</sup> <sub>100</sub>	6	9 " from " .....	131 25
Glen Colin and Railway Station.....	S. T. Young ..	100 yds.	6	12 " .....	80 00
Glendale and White Oak.....	G. F. Johnston..	2 <sup>4</sup> <sub>100</sub>	3	12 " .....	55 00
Glen Farrow and Wingham.....	W. Mackersie..	6	2	12 " .....	70 00
Glenmeyer and Kinglake.....	M. Carson.....	3	6	12 " .....	100 00
Glen Rae and Railway Station.....	F. A. Newell....	50 yds.	12	12 " .....	26 04
Glenwood Station and Ry. Station.....	W. C. Estabrook	12	12	12 " .....	45 00
Goderich and Kincardine.....	J. C. Watson....	33	6	12 " .....	797 00
Goderich and Lucknow.....	E. Thompson....	21 <sup>3</sup> <sub>100</sub>	6	12 " .....	410 00
Goderich and Railway Station.....	T. Gundry.....	36 & 42	12	" .....	145 50
Goderich and Street Letter Boxes.....	G. Bissett.....	5 & 6	12	12 " .....	90 03
Goldstone and Railway Station.....	C. Sanderson...	1 <sup>3</sup> <sub>100</sub>	6	10 " (to Apl. 31, '04)..	104 80
do do.....	E. H. Webber..	1 <sup>3</sup> <sub>100</sub>	6	2 " from " .....	20 80
Goldstone Station, Parker and Railway Station.....	F. Mayné.....	3 <sup>1</sup> <sub>100</sub>	6	12 " .....	75 00
Golspie and Woodstock.....	M. L. Mitchelson	20 <sup>1</sup> <sub>100</sub>	6 r. t.	4 " (to Oct. 31, '03)..	100 27
do do.....	J. S. Miller....	20 <sup>1</sup> <sub>100</sub>	6 r. t.	8 " from " .....	199 73
Gordon and Railway Station.....	J. C. Duff.....	12	12	12 " .....	50 24
Gorrie and Railway Station.....	W. F. Dullmage.	12	3	" (to Sept. 30, '03)..	11 85
do do.....	S. A. Proctor....	12	7	" (to Apl. 30, '04)..	27 45
do do.....	C. L. Andrew ..	12	2	" from " '04)..	7 80
Gowanstown and Kurtzville.....	J. Gibson.....	7	3	12 " .....	117 00
Gowanstown, Wallace, and Railway Station.....	L. Gabel.....	3 <sup>1</sup> <sub>2</sub> & <sup>1</sup> <sub>100</sub>	6 & 12	12 " .....	180 00
Gowrie and Munro.....	T. P. Harris....	2 <sup>5</sup> <sub>100</sub>	3	12 " .....	48 00
Granthurst and St. Mary's.....	E. Day.....	5	3	12 " .....	90 00
Granton and London.....	J. M. Shoebottom	20	6	12 " .....	555 51
Granton and Metropolitan.....	R. T. Raycroft..	15	2 r. t.	12 " .....	125 00
Granton and Prospect Hill.....	J. W. Dunnann..	5	3	12 " .....	69 95
Gresham and Paisley.....	J. Bone.....	24 <sup>1</sup> <sub>100</sub>	3 r. t.	12 " .....	193 52
Griffins Corners and Railway Stn..	Tilsonburg, Lake Erie and Pacific Railway Co.	<sup>1</sup> <sub>2</sub>	18	12 " .....	30 00
Hagersville and Railway Station.....	J. Lynch.....	1 <sup>3</sup> <sub>100</sub>	36	12 " .....	118 64
Hagersville and Selkirk.....	W. Gamble.....	12	6	3 " (to Sept. 30, '03)	67 50
" .....	J. Cooper.....	12	6	9 " from " .....	210 00
Hagersville and Springvale.....	S. Kenner.....	4	6	12 " .....	120 00
Harley and Hawtrey.....	R. Hammond....	15	6	12 " .....	312 00
Harley and New Durham.....	J. Cavin.....	5	6	12 " .....	144 00
Harley and Railway Station.....	" .....	1 <sup>3</sup> <sub>100</sub>	12	12 " .....	131 88
Harlock and Seaforth.....	W. McIntosh....	11 <sup>1</sup> <sub>100</sub>	6	12 " .....	275 00
Harriston and Railway Station.....	R. H. Ward.....	1 & <sup>3</sup> <sub>100</sub>	36 & 12	12 " .....	175 84
Harrow and Railway Station.....	T. H. Ferris....	12	6	12 " .....	55 00
Hartford and Waterford.....	L. S. Dean.....	12	6	12 " .....	235 00
Harwich and Railway Station.....	L. Galbraith....	5	6	12 " .....	197 82
Hatcley Station and Railway Stn..	B. Powell.....	1 <sup>10</sup> <sub>100</sub>	12	12 " .....	30 12
Hawtrey and Railway Stn (G.T.).....	S. A. Innis.....	1 <sup>10</sup> <sub>100</sub>	12	12 " .....	30 00
Hawtrey and Railway Stn (M.C.).....	" .....	12	12	12 " .....	80 00
Hagersville and New Hamburg.....	W. A. Cook.....	3 <sup>5</sup> <sub>100</sub>	6	12 " .....	123 00
Henfryn and Railway Station.....	J. H. Thomson..	1 <sup>10</sup> <sub>100</sub>	6	12 " .....	40 18



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hensall and Herondale.....	T. Murdock ....	14 $\frac{1}{2}$	6 r. t.	12 months.....	230 00
Hansall Letter Box and Hensall P. O. Railway.....	J. Sutherland..	220 yds.	36 6	" (from Jan. 1, '04.)	5 00
Hansall and Railway Station.....	J. A. Crichton..	800 yds.	12 12	"	100 48
Hepworth and Railway Station.....	P. H. Ament....	27	6 r. t.	"	165 78
Hesson and Newton.....	T. J. Loveys....	1	12 12	"	234 00
Hickson and Railway Station.....	R. B. Teetzel...	1	24 12	"	40 00
Highgate and Railway Station.....	R. Manerey....	6	2 12	"	251 20
Hillman and Leamington.....	W. Pickard....	4	4 12	"	75 00
Holmesville and Porter's Hill.....	J. L. Courtice..	4	12 12	"	97 33
Holmesville and Railway Station.....	J. Howlett....	4	3 12	"	50 00
Howlett and Lambeth.....	T. McInnes....	2 $\frac{1}{2}$ & 4 $\frac{1}{2}$	3 & 6	12	60 00
Hutchinson McInnes and Park Hill Hyde Park Station and Komoka Station.....	G. F. Dean....	19 $\frac{1}{2}$	6 12	"	125 00
Ilderton and Railway Station.....	J. W. McRae....	1 $\frac{1}{2}$	24 12	"	444 00
Ilderton and Vanneck.....	A. D. Fraser....	3	3 12	"	100 48
Ingersoll and Railway Stn. (C.P.)..	J. E. Smith....	4	12 10	" (to Apr. 30, '04)	45 00
"	T. J. Sherlock..	4	12 2	" from "	58 67
Ingersoll and Street Letter Boxes..	J. E. Smith....	13 $\frac{1}{2}$	18 10	" (to Apr. 30, '04)	11 65
"	T. J. Sherlock..	13 $\frac{1}{2}$	18 2	" from "	90 73
Ingersoll and Tilsonburg.....	D. S. White....	15 $\frac{1}{2}$	6 12	"	18 27
Innerkip and Railway Station.....	W. H. Powell....	3	12 12	"	485 00
Inverhuron and Tiverton.....	A. McDonald....	3	3 12	"	96 06
Invermay and Railway Station.....	W. C. Croome..	3	12 12	"	40 00
Inwood and Railway Station.....	J. M. Courtright	50 rods.	12 12	"	94 20
Iona and Railway Station.....	W. Fletcher....	2	12 12	"	60 00
Jaffa and Orwell.....	J. Elgie.....	3	2 12	"	125 60
Jarvis and Railway Station.....	H. A. Smithson..	150 yds.	24 12	"	50 00
Jeannette's Creek and Railway Stn	F. C. Peck.....	3 $\frac{1}{2}$	6 12	"	124 00
Jura and Railway Station.....	C. W. McCordic	3 $\frac{1}{2}$	3 12	"	40 00
Kenilworth and Petherton.....	H. Fraser.....	2 $\frac{1}{2}$	6 12	"	60 00
Kenilworth and Railway Station...	W. J. Kinney..	1	12 12	"	114 00
Kent Bridge and Thorncliffe.....	C. N. Shaw....	3 $\frac{1}{2}$	2 12	"	100 00
Kertch and Wanstead.....	N. K. Nesbitt..	2 $\frac{1}{2}$	3 12	"	43 00
Khiva and Shipka.....	F. Heintzman..	2 $\frac{1}{2}$	4 12	"	66 25
Kilworth Bridge and Komoka.....	H. Kilbourne..	3	6 12	"	75 00
Kincardine and Port Elgin.....	J. Goar.....	24	6 12	"	65 00
Kincardine and Railway Station...	G. D. Morrison..	3	30 12	"	400 00
Kincardine and Walkerton.....	J. E. Burley....	28	6 12	" (less fine).....	175 84
Kingarf and Kinloss.....	B. Moulton....	4	3 12	"	694 00
Kinscourt and Railway Station.....	R. H. Wilson....	1	3 12	"	47 49
Kingsmill and Mapleton.....	G. A. McCaulley	4	6 12	"	60 00
Kingsmill and Railway Station.....	F. L. Wagner....	40 rods.	12 12	"	129 00
Kingsville and Railway Station...	F. Crawford....	2	12 12	"	52 50
Kinkora and Sebringville.....	J. Fletcher....	15 & 11 $\frac{1}{2}$	6 7	" (to Jan. 31, '04).	99 20
do do.....	M. Hishon....	15 & 11 $\frac{1}{2}$	6 5	" from "	206 56
Kinloss and Lucknow.....	J. R. Brownscombe	10 $\frac{1}{2}$	6 12	"	146 44
Kinlough and Westford.....	A. W. Haldenby	3 $\frac{1}{2}$	2 12	"	250 00
Kintyre and Railway Station.....	J. Fleming.....	1	6 4	" (to Oct. 31, '03).	55 00
do do.....	N. Brodie.....	1	6 8	" from "	31 80
Kippen and Railway Station.....	R. Mellis.....	5	24 12	"	62 40
Knapdale and Newbury.....	D. McNaughton	5	1 12	"	225 00
Kossuth and Preston.....	H. Sohrt.....	5 $\frac{1}{2}$	2 12	"	40 00
					85 00



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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lakeside and Thamesford.....	F. S. Malcolm..	12	6	12 months	293 00
Lambeth and Tempo.....	A. Taylor.....	4	6	12 "	75 00
Lamon and Sylvain.....	A. Randall.....	3	2	12 "	40 00
Langbank and Rutherford.....	J. Prescott ..	3½	3	1 " 4 dys (to Jan. 20, '04).	9 84
Langside and Whitechurch.....	H. Rintoul ..	5	3	12 "	70 00
Langton and Marston.....	J. A. Girvin....	4½	6 & 2	12 "	35 00
La Salette and Railway Station.....	J. J. Casey....	1½	24	12 "	73 78
Lawrence Station and Railway Stn.	R. Miller.....	5½	6	12 "	159 00
Leamington and Railway Station (L. E. & D.).....	S. C. Wigle....	4	12	12 "	75 36
Leamington and Railway Station (M.C.).....	" ..	5	24	12 "	75 00
Lebanon and Moorefield.....	J. Sinclair ..	8	3	12 "	100 00
Leesboro, Main Post Road and Evans Corners .....	C. Mullett.....	1½	3	10 " (to Apr. 30, '04).	33 30
do do .....	J. Fairweather..	1½	3	2 " from "	6 70
Linwood and St. Jacobs.....	W. Oakley ..	12	6	12 "	305 00
Lion's Head and Spry.....	A. Martindale..	6	3	12 "	85 00
Lion's Head and Warton.....	J. Owens.....	22	3	12 "	290 00
Lisbon and Wellesley.....	H. Witzel ..	2	3	12 "	64 00
Lisburn and Purple Grove.....	P. Teskey ..	11½	3 r.t.	12 "	75 00
Lisburn and Railway Station.....	do ..	5	6	12 "	25 00
Listowel and Molesworth.....	S. Loughheed..	7	6	12 "	158 06
Listowel and Railway Station.....	W. Donagan....	1½	42	12 "	175 00
Listowel and Trowbridge.....	W. J. Tughen ..	5	6	12 "	162 75
Littlewood and Tempo.....	A. Taylor ..	1½	4	12 "	25 00
Lochalsh and Ripley.....	R. McCharles..	15 r.t.	6	3 " (to Sept. 30, '03).	52 50
do do .....	H. Campbell....	15 r.t.	6	9 " from "	157 50
Londesboro and Railway Station ..	S. Woodman....	3½	18 & 24	12 "	200 52
London and Railway Station (L. E. & D. R.).....	The Shedden forwarding Co...	1	24	12 "	175 00
London and London East.....	London Street Railway Co.	1½	24	12 "	140 00
London Letter Carriers Service ..	do ..		as req.	12 "	500 00
London and Railway Stn. (H. & B.)	The Shedden forwarding Co...	1	24	12 "	175 84
London and Lucan.....	J. H. Hodgins..	16½	6	12 "	299 00
London and Macmillan.....	A. Thomson....	17½	6	12 "	374 00
London and Odell.....	S. Read.....	3	3	12 "	50 00
London Street Letter Boxes and Railway Stations.....	J. Siggins ..			12 "	1,749 99
London—Special Christmas delivery	do ..				5 00
London Junction and Railway Station .....	W. J. Barnes....	1	12	12 "	50 24
Louiseville and Railway Station.....	J. Scott.....	6½	6	12 "	225 36
Lucan, Clandeboye and Railway Station.....	J. Ward.....	3	12	12 "	200 00
Lucknow, Lanes and Mafeking. .	A. McLeod.....	7 & 21	3	9 " (from Oct. 1, '03).	225 00
Lucknow and Railway Station.....	W. Connell....	2½	24	12 " (less fine).....	174 84
Lynn Valley and Railway Station.....	E. Edmonds....	12	12	12 "	32 00
Lynnville and Railway Station.....	W. Axford.....	2½	6	12 "	121 21
Lyons and Railway Station.....	C. W. Appleford	2½	6	12 "	125 60
McCready and Newbury.....	D. Ross.....	6	2	12 "	48 00
McGregor and Railway Station.....	J. A. Aubin....	1½	12	12 "	90 00
Maston and Yatton.....	J. Honsinger ..	5	3	12 "	71 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Maguire and Railway Station.....	A. Tod.....	24	6 12	months.....	100 00
Maidstone and Railway Station....	F. McCloskey ..	4	12 12	" .....	109 90
Maple Lodge and Railway Station....	S. W. Smith.....	110 yds.	6 12	" .....	50 00
Mar and Red Bay .....	C. McFarlane ..	7	2 12	" .....	77 00
Marburg and Railway Station.....	H. W. Ansley...	1½	3 12	" .....	75 36
Melbourne and Middlemiss.....	T. Hearn.....	4½	6 12	" .....	129 50
Melbourne and Railway Station....	G. W. Sponen- burgh.....	4	12 12	" .....	50 24
Melbourne and Waubnahee.....	S. Clark.....	4	2 12	" .....	38 00
Melgund and Railway Station.....	M. McMillan ..	2	3 6	" (to Dec. 31, '03)..	29 50
do do .....	J. J. Bracken ..	2	3 6	" .....	29 50
Merlin and Railway Station.....	J. K. Brethour..	½	12 12	" .....	59 00
Merlin and Tilbury .....	F. M. Scarff....	15	6 12	" .....	450 00
Mildmay and Railway Station.....	G. Herringer ..	4	12 12	" .....	96 68
Millbank and Railway Station....	T. J. Hawthorne	3	12 12	" .....	100 48
Miller Lake and Stokes Bay.....	T. Whyte.....	6	2 12	" .....	80 00
Milverton and Railway Station.....	J. H. Schmidt..	1	24 12	" .....	150 72
Mitchell and Railway Station.....	J. Coppin.....	24	12 12	" .....	125 60
Mohawk and Railway Station.....	J. W. McLaren..	4	12 12	" .....	50 24
Moltke and Neustadt.....	A. Dunnehan ..	2½	3 12	" .....	78 00
Moncrieff and Monkton.....	A. Campbell....	7	3 12	" .....	121 20
Moore and Railway Station.....	J. Morrison....	800 ft.	12 12	" .....	50 00
Moorefield and Railway Station....	J. Welch.....	4	24 9	" and 20 days (to Apr. 20, '04) ..	76 47
do do .....	J. H. Snelling..	4	24 3	" and 10 days (from Apr. 21, '04) ..	18 53
Moorefield and Rothsay.....	A. Lowes.....	3½	6 12	" .....	100 00
Moorefield and Treecastle.....	J. Christie.....	3	6 12	" .....	100 00
Mooreville and Railway Station....	J. Bloomfield, jr.	4	12 12	" .....	85 00
Morpeth and Thamesville.....	J. Duncan.....	15½	6 12	" .....	352 00
Mossley and Railway Station.....	E. R. McMurray	4	6 12	" .....	53 60
Mount Forest and Railway Station..	D. S. Allan.....	4	36 12	" .....	135 62
Mount Healy and Railway Station....	D. Taggart.....	4½	6 12	" .....	156 00
Mount Vernon and Railway Station..	J. Cavin.....	2	12 12	" .....	151 50
Muir and Vandecar .....	R. Thompson....	2½	3 12	" .....	40 00
Mull and Pinehurst .....	J. T. O'Keefe...	3½	2 12	" .....	70 00
Mull and Railway Station.....	N. Watson.....	4	12 12	" .....	80 00
Muncey and Railway Station.....	J. A. McGregor.	30 rods.	12 12	" .....	40 18
Napier and Rokeby.....	M. Campbell...	4	2 12	" .....	50 60
Napier and Strathroy .....	J. S. Graham ..	12	6 12	" .....	225 00
New Canaan and Railway Station....	Mrs. E. Neal....	10	6 6	" (to Dec. 31, '03)..	7 50
New Dundee and Petersburg .....	A. Koehler.....	10	6 12	" .....	287 00
Nithburg and Stratford .....	J. McMillan....	13½	6 6	" (to Dec. 31, '03)..	191 50
do do .....	W. E. Thompson	13½	6 6	" from " .....	206 00
Nixon and Railway Station .....	C. E. Kingsbury.	300 yds.	12 12	" .....	62 80
Nober and Railway Station .....	M. Donnelly....	100 yds.	12 12	" .....	50 24
Normandale and Vittoria.....	D. S. Smith....	4½	3 12	" .....	70 00
North Bruce and Queen Hill.....	W. H. Sumpton.	2½	3 12	" .....	70 00
North Buxton and Railway Station..	G. B. Shreve....	4	12 12	" .....	40 18
Norwich and Railway Stn. (B. & T.)	H. Farrell.....	12	3	" (to Sept. 30, '03)..	15 16
do do do .....	J. M. Wilson....	12	9	" from " .....	45 10
do do (G.B. & L.E.) .....	F. Lees.....	24	3	" (to Sept. 30, '03)..	30 00
do do do .....	J. M. Wilson....	24	9	" from " .....	90 00
Oakdale and Rutherford. ....	J. Prescott.....	7	3 5	" and 14 days (to Dec. 14, '03) ..	70 80
Oakland and Railway Station .....	J. S. Crumback.	2½	12 12	" .....	250 00
Ohsweken and Railway Station....	D. Davis.....	5	6 12	" .....	185 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oil City and Railway Station...	G. W. Bentley...	$\frac{1}{2}$	12	12 months.....	78 50
Oil Springs and Railway Station...	D. P. Sisk.....	300 yds.	18	12 "	50 24
Oldeastle and Railway Station.....	M. McCarthy.....	100 yds.	6	12 "	25 12
Olinda and Ruthven.....	T. H. Wigle.....	$\frac{2}{3}$	6	12 "	100 00
Oliver and Thorndale.....	J. G. McLeod.....	6	2	12 "	100 00
Olivet and Rothsay.....	J. Tremaine.....	4	2	12 "	60 00
Oneida and Railway Station.....	W. Reid.....	$\frac{1}{2}$	6	12 "	100 00
Onondaga and Railway Station.....	W. J. Armour.....	$\frac{1}{2}$	6	9 " (to Mch. 31, '04).	45 00
do do.....	S. J. Simpson.....	$\frac{1}{2}$	6	3 " from "	15 00
Otterville and Railway Station...	M. J. Lavigne.....	$\frac{1}{2}$	18	12 "	144 95
Oxley and Railway Station.....	A. Elliott.....	$\frac{1}{2}$	6	12 "	220 00
Paisley and Railway Station.....	J. Trelford.....	$\frac{1}{2}$	18	11 " and 13 days (to June 13, '04).	54 88
do do.....	do.....	$\frac{1}{2}$	12	17 days (from June 13, '04)	2 67
Paisley and Vesta.....	A. Rose.....	17 r. t.	6	12 months.....	299 00
Palmerston and Railway Station...	W. Nowry.....	$\frac{1}{2}$	48	12 "	123 00
Paquette Station and Railway Station.....	F. Harshaw.....	33 rods.	6	12 "	40 82
Paris and Railway Station.....	M. C. Gray.....	1	42	12 "	405 72
Paris and Street Letter Boxes.....	do.....	4	12	12 "	73 50
Park Head and Railway Station...	J. Pattison.....	$\frac{1}{2}$	12	12 "	78 50
Park Hill and Railway Station.....	S. Tudor.....	$\frac{1}{2}$	12	12 "	85 38
Park Hill and Strathroy.....	A. McIntosh.....	18	3	6 " (to Dec. 31, '03).	120 00
do do.....	A. McCarthy.....	18	3	6 " from "	120 00
Peebles and Woodstock.....	O. P. Brown.....	$11\frac{1}{2}$	6	12 "	285 00
Pelee Island and Mainland.....	J. E. Quick.....	26	1 & 2	12 "	803 29
Perch Station and Railway Station.	R. Bright.....	$\frac{1}{2}$	2	12 "	50 00
Petrola and Railway Station(G.T.)	Grand Trunk Railway Co.....	275 ft.	6	12 "	22 00
do do (M.C.)	R. E. Germain.....	$\frac{1}{2}$	24	12 "	85 00
Petrolea and Street Letter Boxes..	H. McNaughton.....	$\frac{1}{2}$	12	12 "	1 00
Petrolea and Wilsoncroft.....	E. Clemens.....	$\frac{1}{2}$	2	12 "	100 00
Pike Creek and Railway Station...	A. Parent.....	$\frac{1}{2}$	6	12 "	40 00
Pinkerton and Railway Station...	J. A. Menzies.....	2	6	12 "	109 90
Point Edward and Sarnia.....	H. W. Mills.....	2	24	12 "	313 00
Pond Mills and Wilton Grove.....	A. B. Murray.....	$12\frac{1}{2}$ r. t.	3	12 "	97 00
Port Burwell and Port Rowan.....	O. Barrett.....	$22\frac{1}{2}$	6	12 "	480 00
Port Burwell and Railway Station.	Tilsonburg, Lake Erie & Pacific Railway Co.....	$\frac{1}{2}$	18	12 "	46 62
Port Dover and Railway Station...	I. Johnson.....	$\frac{1}{2}$	30	12 "	131 66
Port Elgin and Railway Station.....	J. Bowes.....	$\frac{1}{2}$	12	5 " (to Nov. 30, '03).	18 70
do do.....	W. H. Robertson.....	$\frac{1}{2}$	12	7 " from "	27 41
Port Elgin and Tara.....	J. E. Grant.....	15	6	12 "	360 00
Port Franks and Theford.....	G. Burley.....	6	3	12 "	78 00
Port Lambton and Railway Station.	J. S. McDonald.....	$\frac{1}{2}$	12	12 "	60 00
Port Rowan and Railway Station...	C. M. Procnunier.....	$\frac{1}{2}$	12	12 "	100 00
Port Ryerse and Vittoria.....	D. Smith.....	$\frac{1}{2}$	6	12 "	100 00
Port Stanley and Railway Station.	P. L. Glover.....	$\frac{1}{2}$	24	12 "	70 00
Puce and Railway Station.....	W. Stone.....	$\frac{1}{2}$	12	12 "	45 20
Ratho and Railway Station.....	G. Steedsman.....	$\frac{1}{2}$	6	12 "	52 00
Rayside and Railway Station.....	J. Gunson.....	600 yds.	6	12 "	50 24
Renton and Railway Station.....	M. Chryslor.....	$\frac{1}{2}$	12	12 "	52 00
Renton and Tyrrell.....	W. E. Austin.....	$\frac{1}{2}$	6	1 " (to July 31, '03).	5 83
Renwick and Railway Station.....	W. N. Thompson.....	50 yds.	12	12 "	45 20
Richwood and Railway Station...	W. Taylor.....	$\frac{1}{2}$	6	12 "	78 50



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ridgetown and Railway Station (L.E. & D.R.).....	M. H. Dougherty	$\frac{1}{2}$	12	12 months .....	119 32
Ridgetown and Railway Station (M.C.).....	do	1	24	12 " .....	244 92
Ripley and Railway Station.....	J. McInnes.....	$\frac{1}{2}$	24	12 " .....	175 84
Rockford and Railway Station.....	W. Richards.....	$3\frac{1}{4}$	6	12 " .....	110 00
Rodney and Railway Station.....	J. S. McGugan..	40 rods.	24	12 " .....	125 60
Round Plains and Waterford.....	T. Kitchen.....	4	3	12 " .....	58 50
Ruscom Station and Railway Station.....	W. H. Knister..	50 yds.	12	12 " .....	50 00
Ruthven and Railway Station.....	T. H. Wigle....	$\frac{1}{4}$	12	12 " .....	76 80
St. George and Railway Station.....	G. W. Howell ..	1	24	12 " .....	313 00
St. Jacobs and Railway Station .....	J. Menger.....	$\frac{1}{2}$	18	12 " .....	75 36
St. Joachim River Ruscom and Railway Station .....	O. Janisse.....	3	6	12 " .....	140 00
St. Joseph and Zurich.....	D. Spencer.....	4	6	12 " .....	102 50
St. Mary's and Wildwood.....	J. Bolton.....	5	3	12 " .....	100 00
St. Pauls Station and Railway Station.....	A. Thom.....	$\frac{1}{16}$	12	12 " .....	62 80
St. Thomas Railway Stations and Street Letter Boxes.....	B. F. Small.....		84	18 10 " (to April 30, '04).	552 84
do do .....	H. Fearnley .....		84-18	2 " from " .....	137 42
St. Thomas and Sparta.....	J. Oke.....	11	6	6 " (to Dec. 31, '03).	69 50
do do .....	W. Butterwick ..	11	6	6 " from " .....	67 25
St. Thomas and Talbotville Royal.	G. Fearnley ....	4	6	12 " .....	145 00
St. Williams and Railway Station.	J. Cope.....	$\frac{3}{8}$	12	12 " .....	59 66
Sandwich and Windsor.....	Sandwich, Windsor & Amherst-burg Ry Co...	2	6	12 " .....	125 00
Sarnia and Railway Station (L.E. & D.R.).....	D. McCool.....	100 yds.	24	12 " .....	150 00
Sarnia and Railway Station.....	H. W. Mills.....			Special service.....	1 00
Sarnia and Port Huron.....	J. McKelvey .....	1	12	12 months.....	119 50
Sarnia and Street Letter Boxes.....	J. Lucas.....	$3\frac{3}{8}$	12	12 " .....	115 00
Sauble Falls and Wiarton.....	S. Hyatt.....	12	2	12 " .....	125 00
Seaforth and Railway Station.....	W. Somerville ..	$\frac{1}{4}$	24	12 " .....	190 00
Sebringville and Railway Station.....	H. Keacher.....	$\frac{1}{4}$	12	12 " .....	90 40
Seckerton and Railway Station.....	W. Gray.....	2	3	12 " .....	48 00
Shedden and Railway Station.....	A. Burwell.....	$\frac{5}{8}$	12	12 " .....	75 00
Silver Hill and Tain.....	G. Charlton.....	$3\frac{1}{2}$	2	12 " .....	36 00
Simcoe and Railway Station.....	C. A. Chadwick..		18	12 " .....	226 08
Simcoe and Waterford.....	J. P. Dean.....	7	6	6 " (to Dec. 31, '03).	49 00
do do .....	M. L. Boughner..	7	6	6 " from " .....	49 00
Sombra and Railway Station.....	W. C. Curtis.....	$\frac{1}{8}$	12	10 " (to April 30, '04).	41 62
do do .....	J. Stoner.....	$\frac{1}{8}$	12	2 " from " .....	8 38
Sombra and Thornyhurst.....	A. Hohn.....	6	2	3 " (to Sept. 30, '03).	10 14
do do .....	F. Vardell.....	6	2	9 " from " .....	30 42
Sombra and Wilkesport.....	D. Shephard.....	7	6	12 " .....	159 00
Southampton and Railway Station.	W. Gilbert.....	$\frac{1}{4}$	24	12 " .....	125 60
Springfield and Railway Station.....	J. J. Atkinson..	$\frac{1}{4}$	12	12 " .....	69 08
Springford and Railway Station.....	H. A. White.....	$\frac{1}{4}$	12	12 " .....	50 24
Staples and Railway Station.....	D. K. Menzies..	30 rods.	12	12 " .....	87 92
Stevenson and Railway Station.....	R. A. Howard....	50 rods.	12	12 " .....	56 52
Stokes Bay and Wiarton.....	E. Kyte.....	27 $\frac{1}{2}$	3	12 " .....	295 00
Straffordville and Railway Station.	Tilsonburg, Lake Erie & Pacific Ry. Company.	$\frac{1}{4}$	18	12 " .....	40 00
Strasburg and Railway Station .....	T. M. Bartholomew.	$\frac{1}{4}$	18	12 " .....	115 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Stratford and Railway Station.....	A. Easson .....	3 <sup>3</sup> / <sub>4</sub>	48	10 mos. 2 days (to May 2, '04).....	117 15
do do .....	do .....	3 <sup>3</sup> / <sub>4</sub>	54	1 " 29 days (from May 2, '04)....	23 41
Stratford and Street Letter Boxes..	E. Wreford.....	15 <sup>1</sup> / <sub>2</sub>	18	12 " " .....	300 00
Stratford Station and Railway Stn.	A. Easson.....	3 <sup>3</sup> / <sub>4</sub>	54	1 " 30 days (from May 2, '04)....	11 70
Strathroy and Street Letter Boxes..	R. E. Richards..		18	12 " " .....	60 00
Sutorville and Watford.....	S. E. Thompson..	7	2	12 " " .....	75 00
Sylvan and Thedford.....	J. McLachlan..	5	6	12 " " .....	129 00
Tara and Railway Station.....	J. Hamilton ....	12	12	12 " " .....	81 64
Tavistock and Railway Station....	G. Mathison ....	18	12	12 " " .....	75 00
Teeswater and Railway Station.....	F. Green. ....	12	12	12 " " .....	66 00
Teeswater and Walkerton.....	W. Hergott.....	16	6	12 " " .....	445 00
Teeterville and Windham Centre...	T. J. Arthur.....	3	6	12 " " .....	127 00
Thamesford and Railway Station....	N. C. McCarty ..	1 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	125 60
do do .....	A. Sims .....	525 yds.	12	12 " " .....	60 00
Thedford and Railway Station.....	R. Wilson .....	150 yds.	12	12 " " .....	40 00
The Grove and Railway Station.....	T. A. Robinson ..		6	12 " " .....	25 12
Tilbury and Railway Station.....	F. M. Scarff ....	4 <sup>1</sup> / <sub>2</sub>	24	12 " " .....	120 00
Tilsonburg and Ry Sation (B. & T.)	C. Becker & Son.	1 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	50 24
do do (Loop Line) .....	J. Gervin.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	120 00
do do (M. C.) .....	do .....	1 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	97 34
do do (T.L.E. & P.R.) .....	Tilsonburg, Lake Erie & Pacific Railway Co. ....	1 <sup>1</sup> / <sub>2</sub>	18	12 " " .....	50 00
Topping and Railway Station.....	D. Brennan.....	6	6	12 " " .....	144 00
Townsend Centre and Railway Stn.	W. J. Smith.....	40 rods.	12	12 " " .....	50 00
Tunnel and Street Railway.....	J. Fry.....	40 ft.	18	12 " " .....	10 00
Tupperville and Railway Station ..	J. S. Baker.....	30 yds.	12	6 " (to Dec. 31, '03) ..	20 22
do do .....	A. McArthur.....	30 yds.	12	6 " from " .....	19 96
Turnerville and Railway Station....	J. D. Moir.....	100 ft.	12	12 " " .....	35 00
Tuscarora and Railway Station.....	S. J. McKelvey ..	3 <sup>1</sup> / <sub>2</sub>	6	12 " " .....	62 80
Tyrconnell and Wallacetown.....	P. Gerow.....	3	6	12 " " .....	109 55
Tyrrell and Railway Station.....	W. E. Austin ..	1 <sup>1</sup> / <sub>4</sub>	6	11 " (from Aug. 1, '03) ..	66 64
Vanessa and Railway Station.....	J. C. Lutes.....	3	12	12 " " .....	150 00
Van Horn and Railway Station.....	J. Zink.....	1 <sup>1</sup> / <sub>2</sub>	2	12 " " .....	30 00
Vereker and Railway Station.....	T. A. Thornton..	3	6	12 " " .....	125 60
Vienna and Railway Station.....	Tilsonburg, Lake Erie & Pacific Railway Co. ....	1 <sup>1</sup> / <sub>2</sub>	18	12 " " .....	100 00
Villa Nova and Railway Station....	M. McAlpine.....	6	12	12 " " .....	50 24
Vittoria and Railway Station.....	D. S. Smith.....	12	12	12 " " .....	49 00
Vyner and Railway Station.....	D. Lamont.....	2 <sup>1</sup> / <sub>4</sub>	3	12 " " .....	55 00
Walkers and Railway Station.....	J. Grieve.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	40 92
Walkerton and Railway Station.....	H. Day.....	1 <sup>1</sup> / <sub>2</sub>	18	12 " " .....	117 72
Walkerville and Ry Station (G.T.) ..	N. B. Vrooman..	30 yds.	36	12 " " .....	160 14
do do and Windsor .....	do .....	1 <sup>1</sup> / <sub>2</sub>	6	12 " " .....	70 00
do do (L.E. & D.R.) .....	do .....	135 yds.	6	12 " " .....	50 08
Wallaceburg and Railway Station....	A. Fisher.....	1 <sup>1</sup> / <sub>2</sub>	24	12 " " .....	170 80
Wallacetown and Railway Station...	P. Gerow.....	3 <sup>1</sup> / <sub>2</sub>	12	12 " " .....	213 52
Walnut and Watford.....	A. Black.....	6	2	12 " " .....	105 00
Walsh and Railway Station.....	A. Brett.....	2 <sup>1</sup> / <sub>2</sub>	6	12 " " .....	88 50
Wardsville and Railway Station....	J. Wilson.....	3	12	12 " " .....	125 60
Warwick and Railway Station.....	D. W. Ross.....	8	6	12 " " .....	240 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					£ cts.
Waterford and Ry Station (M.C.).	L. S. Dean.....	1 1/2	12	12 months.....	40 00
do do (T.H. & B.).	E. S. Gable.....	1 1/2	18	3 " (to Sept. 30, '03).	15 40
do do do	M. L. Boughner.	1 1/2	18	9 " from "	45 82
Waterloo and Berlin Station...	Berlin & Waterloo Street Railway Company.	2	30	12 " .....	361 28
Waterloo and Ry Station (G. & E.).	W. W. Glaister.	1 1/2	18	12 " .....	85 70
Waubuno and Railway Station...	M. Overton.....	3	6	3 " (to Sept. 30, '03).	31 61
do do	J. Young.....	3	6	9 " from "	94 84
Weidman and Railway Station...	A. W. Craig.....	70 rods.	12	12 " .....	53 04
West Lorne and Railway Station...	D. McKillop.....	1 1/2	12	12 " .....	40 00
Wheatley and Railway Station...	O. Ivison.....	1	12	12 " .....	94 20
Wheatley and Windfall.....	G. Gibson.....	4 1/2	2	12 " .....	71 25
Whitebread Stn. and Railway Stn.	G. Underhill.....	50 yds.	12	12 " .....	40 18
Whitechurch and Railway Station..	A. D. Beaton.....	1 1/2	24	12 " .....	81 00
Warton and Railway Station.....	L. Hyatt.....	1 1/2	24	12 " .....	213 52
Williams and Railway Station.....	C. A. Williams ..	1 1/2	6	12 " .....	100 00
Wilton Grove and Railway Station.	P. Murray.....	1 1/2	6	12 " .....	45 20
Windham Centre and Railway Stn.	I. W. Lewis.....	1 1/2	12	12 " .....	29 90
Windsor and Detroit (U.S.).....	E. Gignac.....	1 1/2	18	12 " .....	425 00
Windsor and Ry Stn. (L.E. & D.R.)	M. H. McCarthy ..	1 1/2	12	12 " .....	150 72
do do (M.C.)	E. Gignac.....	1	24	12 " .....	241 00
Windsor and Street Letter Boxes..	M. H. McCarthy ..	1 1/2	19	12 " .....	222 01
Windsor and Walkerville.....	N. B. Vrooman..	1 1/2	6	12 " .....	70 00
Wingham and Railway Station (C.P.).....	R. & R. Beattie..	1 1/2	12	12 " .....	24 00
do do (G. T.)	D. Campbell.....	1 1/2	30	12 " .....	251 20
Wolverton and Railway Station...	D. Chesney.....	1 1/2	12	12 " .....	120 00
Woodslee and Railway Station...	T. Galloway.....	1 1/2	12	12 " .....	120 00
Woodstock and Railway Station (C.P.).....	J. A. McKenzie..	1 1/2	12	12 " .....	125 60
do do (P.D. & L.H.)	do.....	1 1/2	24	12 " .....	190 00
Woodstock and Street Letter Boxes	M.L. Mitchelson ..	1 1/2	18	4 " (to Oct. 31, '03)..	49 37
do do	J. S. Miller.....	1 1/2	18	8 " from "	98 33
Woodstock and Railway Station and Letter Box.....	R. Scott.....	50 yds.	12	12 " .....	18 00
Wroxeter and Railway Station.....	A. Paulin.....	1 1/2	12	12 " .....	74 72
Wyton Station and Railway Station	G. Scatcherd.....	1 1/2	12	12 " .....	20 08
Zurich and Railway Station.....	T. Murdock .....	6 1/2	12	12 " .....	224 00
Atwood and Listowel.....	S. H. Mitchell .....			Special service : snow blockade .....	1 50
Atwood and Listowel.....	A. Smith.....			" .....	14 00
Atwood and Palmerston.....				" .....	
Atwood and Wingham and Brussels	W. Kenna.....			" .....	15 00
Ayton and Chesley.....				" .....	
Berlin and Elmira.....	W. Stenernagel..			" .....	14 00
Brussels and Palmerston.....	G. Burns.....			" .....	18 00
Brussels and Seaforth.....	A. Hays.....			" .....	5 00
do do	S. Dickson.....			" .....	5 00
Brussels and Wingham.....	G. R. Muldoon..			" .....	2 00
Chesley and Dobbington.....	D. M. Halliday ..			" .....	4 00
Chesley and Palmerston.....	A. Gamey.....			" .....	50 00
Chesley and Tara.....	do.....			" .....	10 00
do do	J. Lindsay.....			" .....	8 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in London Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clinton and Goderich .....	T. Gundry, .....	.....	.....	Special service: snow blockade.....	5 50
Clinton and Hensall .....	T. F. Eyre .....	.....	.....	" .....	10 00
Clinton and Wingham. ....	J. W. Elliott .....	.....	.....	" .....	19 00
Durham and Mt. Forest .....	J. O'Neill .....	.....	.....	" .....	2 50
Durham and Palmerston .....	A. McTaggart .....	.....	.....	" .....	250 00
do do .....	D. S. Allan .....	.....	.....	" .....	20 00
Elmira and Galt .....	C. L. Haas .....	.....	.....	" .....	20 50
Elmira and St. Jacob's .....	J. S. Brubacher .....	.....	.....	" .....	2 50
do do .....	W. Stenernagel .....	.....	.....	" .....	2 50
Exeter and Lucan .....	A. McFalls .....	.....	.....	" .....	15 00
Fergus and Guelph .....	C. Hayden .....	.....	.....	" .....	6 00
do do .....	L. Sargent .....	.....	.....	" .....	4 50
Grand Valley and Orangeville.....	D. S. Allan .....	.....	.....	" .....	310 00
Guelph and Harriston .....	C. H. Ward .....	.....	.....	" .....	35 90
Harriston and Teeswater .....	do .....	.....	.....	" .....	120 00
Holstein and Palmerston .....	G. L. Calder .....	.....	.....	" .....	7 70
Kincardine and Lucknow .....	G. D. Morrison .....	.....	.....	" .....	16 00
Kincardine and Wingham .....	G. D. Morrison .....	.....	.....	" .....	190 00
Listowel and Palmerston .....	R. W. Woods .....	.....	.....	" .....	17 00
Listowel and Stratford .....	Charles Brothers .....	.....	.....	" .....	7 00
do do .....	J. Waddell .....	.....	.....	" .....	9 00
Melgund and Mount Forest .....	J. J. Bracken .....	.....	.....	" .....	6 25
Mount Forest and Teeswater .....	J. Marrs & Green .....	.....	.....	" .....	98 00
Oil City and Oil Springs .....	W. S. Duggan .....	.....	.....	" .....	3 30
Palmerston and Stratford .....	T. G. Burns .....	.....	.....	" .....	15 00
Palmerston and Walkerton .....	H. Day .....	.....	.....	" .....	15 00
Park Head and Wiarton .....	J. J. Hunt .....	.....	.....	" .....	15 00
do do .....	A. A. McEwan .....	.....	.....	" .....	5 00
Port Rowan and Simcoe .....	Foster Bros. ....	.....	.....	" .....	9 25
Southampton and Walkerton .....	W. Gilbert .....	.....	.....	" .....	10 00
Total .....					\$88,890 59
Less—Amount withdrawn from Guarantee Fund .....					342 26
Total .....					\$88,548 33

W. J. JOHNSTONE,  
Accountant.R. M. COULTER,  
Deputy Postmaster General.

## APPENDIX B—Continued.

## MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
made within the year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Agricola and Strathecona.....	J. M. Brown .....	20 $\frac{1}{2}$	2	12 months .....	416 00
Airdrie and Railway Station.....	A. Bowers .....	$\frac{1}{2}$	6	12 " .....	78 00
Alameda and Curt Hill.....	C. Messer .....	27	1	9 " (to March 31, '04)	127 50
do do .....	M. Hedge .....	27	1	3 " from "	52 00
Alameda and Railway Station.....	R. L. Gibson .....	$\frac{1}{2}$	12	12 " .....	124 80
Alcester and Minto.....	D. Pringle .....	6	2	12 " .....	114 40
Aldina and Gillies .....	H. Gillies .....	12	1	12 " .....	54 17
Alexander and Mayne.....	A. E. Birch .....	9 $\frac{1}{2}$	1	7 " (from Dec. 1, '03)	63 63
Alexander and Pendennis.....	E. S. D. Gustin .....	25	1	5 " (to Nov. 30, '03)	72 36
Alexander and Railway Station.....	J. F. Walker.....	$\frac{1}{2}$	12	12 " .....	225 00
Allanlea and Glenella.....	W. H. George.....	13	1	12 " .....	102 00
Alma and Arcola.....	E. Guilleman.....	19	1	1 trip .....	5 00
Alma and Gap View.....	S. Young .....	5 $\frac{1}{2}$	1	3 mos. (from Apr. 1, '04)	19 50
Almasippi and Carman.....	R. Squires.....	35	1	9 " 17 days (to April 1, '04).....	145 00
Almasippi and Graysville.....	Mrs. S. J. Huntley.....		2	" 13 days (from April 18, '04).....	31 71
Altamont and Railway Station.....	H. Mussell .....	$\frac{1}{2}$	6	12 " .....	87 18
Altona and Railway Station.....	L. P. Yoerger .....	$\frac{1}{2}$	12	12 " .....	68 90
Alvena and Rosthern.....	W. Fiddler .....	18	1	7 " 9 d. (to Feb. '04).	111 00
Andrew and Pakan.....	C. Henderson.....	12	1	8 " (from Nov. 1, '03)	84 93
Anthracite and Railway Station.....	J. Carroll.....	200 yds.	12	12 " .....	100 00
Antler and Bellegarde.....	F. Sylvester .....	5	1	12 " .....	47 00
Antler and Frys .....	J. H. Fry .....	6	1	12 " .....	50 00
Antler and Railway Station.....	E. Haight .....	$\frac{1}{2}$	6	12 " .....	110 70
Arbakka and Stuartburn.....	N. Klem .....		3	" (from Apr. 1, '04)	27 50
Arcola and Coteau.....	D. McDougall.....	9	1	12 " .....	78 00
Arcola and Fillmore.....	C. E. Spinks.....	52	1	1 trip .....	10 00
do do .....	M. V. Morrison.....	52	1	1 " .....	20 00
do do .....	R. Brownridge.....	52	1	8 trips .....	120 00
do do .....	Burwash & Armstrong.....	52	1	6 " .....	114 00
do do .....	I. McEwen.....	52	1	5 " .....	90 00
Arcola and Hildebrand.....	E. Hildebrand.....	10	1	4 mos. (to Oct. 31 '03)...	17 33
Arcola and New Hope.....	D. Donnelly.....	32	1	7 " (to Jan. 31, '04)...	116 67
do do .....	T. V. Simpson.....	28	1	1 trip .....	10 00
Arcola and Ossa .....	Burwash & Armstrong.....	32	1	2 trips .....	14 00
do do .....	J. Greatrix.....	39	1	8 mos. (from Nov. 1, '03)	206 66
Arcola and Percy.....	T. C. Yeoward.....	9	1	8 trips .....	22 00
Arcola and Railway Station.....	do .....	$\frac{1}{2}$	6	12 months .....	322 88
Arcola and Weirhill.....	S. J. Weir.....	22 $\frac{1}{2}$	1	4 " (to Oct. 31, '03)...	24 00
Arcola and Willocks.....	D. McEachern.....	12 $\frac{1}{2}$	1	2 " 8 days (to Sept. 8, '03) .....	14 97
Ardal and Geyser.....	P. S. Gudmundson .....	7	1	12 " .....	60 00
Arden and Orange Ridge.....	G. Featherston .....	13 $\frac{1}{2}$	1	10 " (to April 30, '04).	83 34
Arden and Railway Station.....	M. E. Boughton .....	$\frac{1}{2}$	12	12 " .....	135 00
Argyle and Woodlands.....	H. J. Proctor.....	13	2	12 " .....	150 00
Arizona and Sidney.....	W. Muirhead.....	8	2	8 " 14 days (to March 14, '04).....	87 42
do do .....	J. R. Cornwall.....	8	2	1 " (to April 15, '04).	11 44

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Armstrongs Lake and Railway Stn.	J. Sharpe.....	13 <sup>1</sup> / <sub>2</sub>	2	5 mos. (to Nov. 30, '03).	55 11
Arnaud and Railway Station.....	E. Smith.....	20 <sup>1</sup> / <sub>2</sub>	6	12 "	147 25
Arrow River and Orrwald.....	W. Tennant.....	1	2	12 "	223 60
Arrow River and Railway Station..	do.....	1	6	12 "	78 50
Asessippi and Russell.....	J. T. Adams.....	15	2	12 "	240 00
Ashville and Railway Station.....	C. Tomlin.....	550 yds.	6	12 "	62 80
Asker and Ponoka.....	J. E. Krefting.....	17	1	12 "	114 33
Athabasca Landing and Edmonton.	Ross & Perry.....	97	1	12 "	823 50
Athabasca Landing and Fort Chipe- wyen.....	P. Atkinson.....			2 trips.....	700 00
Athabasca Landing and Peace River	J. K. Cornwall.....	300	mtly.	12 months.....	1,500 00
Atikokan and Railway Station.....	W. Snelgrove.....	300 yds.	6	3 " (to Sept. 30, '03).	11 85
do do.....	R. McCulloch.....	300	6	9 " from "	35 25
Aubigny and Silver Plains.....	H. Mousseau.....	24 <sup>1</sup> / <sub>2</sub>	2	12 "	59 00
Audrey and Carievale.....	F. J. Puffer.....	123 <sup>1</sup> / <sub>2</sub>	1	12 "	75 00
Austin and Railway Station.....	C. Braund.....	12 <sup>1</sup> / <sub>2</sub>	12	12 "	200 96
Avonhurst and South Qu'Appelle..	F. Amas.....	17 <sup>1</sup> / <sub>2</sub>	2	12 "	288 23
Aweme and Treeshbank.....	C. F. Wood.....	8	1	6 " (to Dec. 31, '03)..	37 50
do do.....	E. Little.....	8	1	6 " from "	37 50
Aylesworth and Emo.....	J. L. Locking.....	6	1	12 "	75 00
Badger and Railway Station.....	J. N. Camyre.....	150 yds.	4	1 " (from June 1, '04)	2 50
Bagot and Railway Station.....	J. C. Lowrie.....		12	12 "	60 38
Bagot and Rossendale.....	J. C. Glover.....	12	1	12 "	87 48
Balcarres and Kenlis.....	J. Balfour.....	18	2	12 "	295 00
Baldur and Grund.....	S. Christopherson	6	2	12 "	120 00
Baldur and Railway Station.....	W. O. Fowler.....	1 <sup>1</sup> / <sub>2</sub>	6	12 "	153 65
Baldur and Roseberry.....	J. Dew.....	12	1	8 " 3 days (to March	
do do.....	T. W. Sexsmith.	12	1	3 " 3, '04).....	52 50
Balgonie and Dalrymple.....	W. Cockwell.....	40	1	12 " 28 d. (from March	
Balgonie and Kathrinthal.....	W. Reilander.....	15	1	12 " 3, '04).....	34 00
Balgonie and Railway Station.....	R. N. Weir.....	12 <sup>1</sup> / <sub>2</sub>	12	12 "	350 00
Balmoral and Greenwood.....	T. Bowman.....	6 <sup>1</sup> / <sub>2</sub>	1	12 "	130 00
Balmoral and Lockwood.....	W. L. Mackenzie	6 <sup>1</sup> / <sub>2</sub>	1	12 "	158 50
Balmoral and Pleasant Home...	W. J. Barbour.....	18	1	1 " 81 "	81 07
Balmoral and Railway Station.....	W. E. Cook.....	1 <sup>1</sup> / <sub>2</sub>	2	12 " 52 "	52 00
Banff and Railway Station.....	F. Beattie.....	1	14	12 " 13 days (to Aug.	
do do.....	A. S. Marsh.....	1	14	9 days (from June 23, '04)	15 55
Bardal and Sinclair Station.....	J. Milton.....	9	1	12 months.....	282 60
Barnsley and Railway Station.....	S. B. Woods.....	1 <sup>1</sup> / <sub>2</sub>	3	4 " (from June 1, '04)	219 00
do do.....	P. McBride.....	1 <sup>1</sup> / <sub>2</sub>	3	8 " (to April 30, '04).	4 50
Berwick and Railway Station.....	M. T. Cathcart..	6	6	12 " (from May 1, '04)	59 27
Bassano and Catching Post.....	R. H. Struthers..	7	6	" (to Oct. 31, '03)..	8 48
Basswood and Railway Station....	D. McPherson.....	1 <sup>1</sup> / <sub>2</sub>	6	12 " from "	16 64
Basswood and Rolling River.....	D. Cameron.....	10	1	12 " 17 d. (from Dec.	
Bates and Sperling.....	R. A. Smith.....	5	2	8 " 15, '03).....	202 00
Batoche and St. Julien.....	R. Boyer.....	12	1	1 " 17 d. (from Dec.	
Battle Creek and Coulee.....	I. Stirling.....	12	1	10 " 15, '03).....	19 12
Battle Creek and Maple Creek.....	E. Parronage.....	46	1	2 " (from Dec. 15, '03)	107 02
Battleford and Bresaylor.....	C. F. Taylor.....	25	1-2	3 " 17 d. (from Oct.	
Battleford and Jack Fish Lake....	T. Duhaime.....	35	ftly.	4 " 15, '03).....	74 04
Battleford and Lloydminster.....	T. Dewan.....	100	1	11 " (from June 1, '04)	8 00
Battleford and Mutana.....	do.....	90	2	12 " (to April 30, '04).	86 67
					50 00
					22 75
					90 76
					1,010 61
					2,004 95



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Battleford and Onion Lake.....	W. Slater.....	110	ftly.	7 months 15 days (to Feb. 15, '04).....	313 18
Battleford and Saskatoon.....	T. Dewan.....	89	3	1 month 17 days (from May 15, '04).....	420 72
Beaconsfield and Swan Lake.....	T. A. Griffith...	14	2	12 months ".....	145 00
Beaumont and Ellerslie.....	A. Revoir.....	6½	2	3 " (to Sept. 30, '03).....	18 50
do do.....	E. Bonin.....	6½	2	9 " from ".....	104 25
Beausejour and Brwenhead.....	F. Staska.....	14	1	12 " from ".....	85 00
Beausejour and Railway Station...	S. Turner.....	17	14	12 ".....	109 80
Beaver and Railway Station.....	R. H. McLeod..	4	6	12 ".....	64 36
Beaver Dale and Yorkton.....	W. E. Moore.....	29	1	1 " (from June 1, '04).....	20 00
Beaver Hill and Fort Saskatchewan	G. Doze.....	10	1	12 ".....	78 00
Beaver Lake and Bruderheim.....	J. Nix.....	49	1	7 " (to Jan. 31, '04).....	277 08
Beaver Lake and Dinwoodie.....	R. Dinwoodie...	30	1	9 " (from Oct. 1, '03).....	171 75
Beaver Lake and Vegreville.....	H. Pooler.....	16	1	3 " (to Sept. 30, '03).....	32 50
Beaver Lake and Fort Saskatchewan	S. A. Hanson...	60	1	5 " (from Feb. 1, '04).....	252 08
Beaver Lake and Krakow.....	F. Olsworth.....	13	1	5 " from ".....	43 33
Bekwar and Fletwode.....	J. Szakais.....	9	1	6 " from Jan. 1, '04.....	40 00
Belcourt and Poplar Point.....	T. H. Brown.....	4½	2	12 ".....	69 00
Belle Plain and Catching Post.....	J. R. H. Dixon..	150 yds.	6	12 ".....	42 87
Belmont and Railway Station.....	Mrs. I. Standing	70	12	12 ".....	166 10
Benito and Swan River.....	J. D. Young.....	30	1	8 " (from Nov. 1, '03).....	151 67
Bentley and Lacombe.....	W. B. McPherson	16	1	4 " (to Oct. 31, '03).....	48 00
Berens River and Icelandic River..	W. Robinson....	100	ftly.	Season 1903.....	160 00
Beresford and Railway Station.....	W. Cannon.....	1½	12	12 months.....	90 58
Bienfait and Railway Station.....	A. J. Milligan..	450 yds.	1	8 " (from Nov. 1, '03).....	5 83
Big Fork and Devlin.....	P. O'Connell....	11	2	12 ".....	156 00
Binscarth and Railway Station.....	D. McGilvray..	70	12	12 ".....	169 87
Binscarth and Leeburn.....	O. Seebach.....	14	1	12 ".....	115 00
Birds Hill and Railway Station.....	G. Chudleigh..	½	6	12 ".....	125 60
Birnie and Orange Ridge.....	G. Featherston..	1	3	2 " (from May 1, '04).....	6 93
Birtle and Miniota.....	R. Andrews.....	23	3	12 ".....	546 00
Birtle and Moosomin.....	W. B. C. Green..	40½	2	12 ".....	510 00
Birtle and Railway Station.....	G. H. Dickin....	4	6 & 12	12 ".....	198 24
Birtle and Warleigh.....	J. C. Dudley....	8	1	12 ".....	60 00
Bismark and Fairy Bank.....	W. J. Earl.....	8	1	11 " (from Aug. 1, '03).....	55 00
Bittern Lake and Pretty Hill.....	O. Olson.....	20	1	12 ".....	52 00
Bittern Lake and Wetaskiwin.....	J. D. Cowan....	43	1	4 " (to Oct. 31, '03).....	213 88
Bittern Lake and Rosenroll.....	G. H. Keeble....	6	2	6 " and 19 days (to May 19, '04).....	68 22
do do.....	E. C. Roper.....	6	2	12 days from ".....	14 42
Blackfalds and Railway Station....	W. Waghorn....	275 yds.	6	1 month 14 days (to Aug. 14, '03).....	9 56
do do.....	do.....	275 yds.	12	10 months 17 days (from Aug. 14, '03).....	137 24
Black Hawk and Stratton Station..	G. W. Hughes... 15½	1	5	" (from Feb. 1, '04).....	32 50
Blainmore and Railway Station.....	H. Lyon.....	100 ft.	14	12 ".....	110 16
Blythfield and Railway Station.....	W. H. Mellow.. 3½	2	8	" and 17 days (from Oct. 15, '03).....	59 66
Boissevain and Railway Station....	W. H. Sauls.... 1	12	12	12 months.....	157 00
Boissevain and Sheppardville.....	C. A. Irvine.... 17	2	7	" (to Jan. 31, '04).....	135 41
do do.....	do..... 14½	2	2	" (to March 31, '04).....	45 84
do do.....	G. F. Brown.... 14½	2	3	" from ".....	50 00
Boissevain and Wapaha.....	do..... 10½	1	12	".....	99 00
Boissevain and Wassewa.....	W. Millions.... 10	2	12	".....	111 88
Bon Accord and Duagh.....	T. A. Mulligan.. 9	1	12	".....	78 00
Bonheur and Railway Station.....	G. C. Roney.... 325 yds.	12	12	".....	100 00
Bonne Madone and Domreny.....	U. Revoy..... 14	1	12	".....	100 00
Boscurvis and Oxbow.....	T. Decker..... 14	1	12	".....	112 00
Boucherville and Stratton Station..	T. Ward.....		3	" 8 days (to Oct. 8, '03).....	28 00

## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
 &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Boucherville and Stration Station..	R. Muldoon....	3	2	1 month and 17 days (from May 15, '04)...	13 43
Bowden and Railway Station.....	H. E. Shenfred....	100 yds.	12	12 months	125 60
Bowsman and Railway Station...	J. Caverly.....	300 ft.	2	12 "	26 00
Bradbourne and Cochrane.....	R. Howard.....	22	1	12 "	223 00
Bradwardine, Logoch and Ralph- town .....	F. English ..	16 & 5	1	5 " (to Nov. 30, '03)...	93 75
Bradwardine and Lothair.....	M. Smith.....			25 days (to Dec. 25, '03)...	2 13
Bradwardine and Railway Station..	J. S. Hays.....	$\frac{1}{4}$	4	7 mos. (from Dec. 1, '03)	30 33
Bradwardine and Roden.....	do .....	13	2	7 " from "	87 49
Brandon and Hayfield.....	J. Howe.....	12	2	10 " 26 days (to May 26, '04).....	130 15
do do .....	G. E. Gunnlang- son .....	12	2	1 " 5 days (from May 26, '04)...	13 85
Brandon and Railway Stations...	C. S. Wilson....	$\frac{1}{4}$ & $\frac{1}{2}$	62 & 6	12 "	961 16
Brandon and Shrubland .....	W. Cannon.....	12 $\frac{1}{2}$	2	12 "	255 66
Bandon Hills and Railway Station.	T. Baker.....	2 $\frac{1}{2}$	2	12 "	130 00
Bredenbury and Railway Station..	T. A. Porter....	2	2	12 "	78 00
Bridge Creek and Franklin.....	C. Campbell ..	3 $\frac{1}{2}$	3	12 "	110 00
Briercrest and Drinkwater.....	B. Jacques.....	10	1	12 "	75 00
Brierwood and Roden.....	W. H. Gray....	6	1	5 " (to Nov. 30, '03)...	27 08
Broadview and Cotham.....	H. H. Willway..	17	1	12 "	107 00
Broadview and Crystal Spring....	S. Cummins....	27	1	3 " (from Apl 1, '04)	43 75
Broadview and Fitzmaurice.....	J. Ovans.....	20	1	9 " (to March 31, '04)	93 75
Broadview and Hillsden.....	E. Howarth....	12	1	12 "	98 80
Broadview and Railway Station..	A. L. Brown....	$\frac{1}{2}$	12	11 " 11 days (to June 11, '04).....	127 34
do do .....	do .....	$\frac{1}{8}$	28	19 days from "	16 24
Brook and Pt. au Lacombe and Lamerton Trail.....	J. B. Billhouse..	4	2	2 mos. (from May 1, '04)	0 16
Brookdale and Carberry.....	S. Shannon.....	20	1	8 " and 6 days (to March 6, '04)...	85 16
Brookdale and Railway Station...	W. E. Moore....	560 ft.	6	3 " and 25 days (from March 6, '04)...	24 94
Broomhill and Melita.....	W. Kilkenny....	12	1	12 "	91 00
Brown and Morden.....	A. Stapel.....	13	1	12 "	65 00
Bru and Cypress River.....	A. Oliver.....	11 $\frac{1}{2}$	2	12 "	140 00
Bruderheim and Ft Saskatchewan	C. T. Stewart...	16	1	7 " (to Jan. 31, '04)...	75 83
Brunkild and Railway Station....	W. Poersch....	1 $\frac{3}{4}$	6	8 " and 17 days (from Oct. 15, '03)...	34 96
Bruxelles and Holland .....	G. Hutlet.....	10	2	12 "	110 00
Bufoed and Conjurung Creek.....	J. Sahlberg....	9	1	6 " (to March 31, '04)	26 00
Bufoed and Calmar.....	do .....	10 $\frac{1}{2}$	1	2 " (to May 31, '04)...	8 66
do do .....	do .....	10 $\frac{1}{2}$	1	1 " from "	6 50
Bullockville and Ewing.....	S. Haney.....	23	1	10 " and 16 days (from Aug. 16, '04)...	119 10
Bullockville and Coal Banks.....	W. B. Gray....	8	1	3 " (from April 1, '04)	25 00
Bulyea and South Qu'Appelle....	W. Sides.....	12	1	12 "	90 00
Burnbank and Elkhorn.....	W. Allison.....	8	2	10 " (to April 30, '04)...	91 00
do do .....	J. H. Cavanagh.	8	2	2 " from do ..	26 00
Burnbank and Two Creeks.....	G. Allison.....	7 $\frac{1}{2}$	1	12 "	58 00
Burnside and Fox.....	S. Hadley.....	6 $\frac{1}{2}$	1	12 "	39 00
Burnside and Railway Station....	J. R. Fox.....	27	12	12 "	50 37
Burnt Lake and Solheima.....	S. Johnson.....	5	2	12 "	52 00
Burriss and Dermid.....	J. McDermid....	2	2	3 " (from April 1, '04)	13 20
Burriss and Devlin.....	R. Martin.....	4	2	5 " (from Feb. 1, '04)	30 33
Butterfield and Lyleton.....	A. Maitland....	2 $\frac{1}{2}$	1	5 " 18 days (to Jan. 31, '04).....	18 08
Butterfield and Pierson.....	B. D. Shannon..	8	1	1 " 13 days (to Aug. 13, '03).....	5 44



4-5 EDWARD VII., A. 1905

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cailmount and Ferndale.....	R. Cail.....	8	1	12 months.....	52 00
Calgary and Jumping Pond.....	J. R. Dyer.....	25	1	12 ".....	198 00
Calgary and Millarville.....	R. Gillespie.....	28	1	12 ".....	200 00
Calgary and Railway Station.....	M. Gainor.....	$\frac{1}{2}$	38	11 " and 11 days (to June 11, '04).....	730 41
do do.....	do.....	$\frac{1}{2}$	52	19 days from ".....	55 04
Calgary and Street Letter Box.....	E. King, sr.....	$\frac{1}{2}$	20	3 months (to Sept. 30, '03).....	15 00
do do.....	W. M. Gibson.....	$\frac{1}{2}$	20	9 " from ".....	90 00
Cameron and Railway Station.....	W. D. Hamilton.....	250 yds.	6	7 " (from Dec. 1, '03).....	26 25
Canmore and Railway Station.....	D. Webster.....	1	14	4 " (to Oct. 31, '03).....	103 28
do do.....	C. Carliss.....	1	14	1 " (to Nov. 30, '03).....	30 00
do do.....	E. Buxton.....	$1\frac{1}{3}$	14	7 " from ".....	206 50
Cannington Manor and Moosomin.....	H. King.....	43 $\frac{1}{2}$	1	12 ".....	250 00
Canova and Gortitz.....	W. C. Allin.....	7 $\frac{1}{2}$	1	2 " (to April 30, '04).....	8 66
Canova and Letlock.....	do.....	7 $\frac{1}{2}$	1	1 " (to April 30, '04).....	4 34
Cantal and Wauchope.....	J. E. Donais.....	12	1	1 trip.....	1 45
Canyon and Lacombe.....	W. Cruywels.....	12	1	2 months and 2 days (from Apl. 23, '04).....	14 21
do do.....	W. F. Brett.....	10	1	3 " (to Sept. 30, '03).....	26 00
do do.....	G. E. Stonehouse.....	10	1	6 " from ".....	52 00
do do.....	F. A. Cull.....	10	1	3 " from ".....	26 00
Carberry and McKenzieville.....	H. D. Howson.....	20 $\frac{1}{2}$	3	5 " 6 days (to March 6, '04).....	191 93
Carberry and Montrose.....	S. Shannon.....	36	2	3 " and 21 days (from March 7, '04).....	79 67
Carberry and Oberon.....	J. McKinnon.....	20 $\frac{1}{2}$	3	3 " (to Sept. 30, '03).....	111 25
Carberry and Railway Station.....	T. May.....	$\frac{1}{2}$	32	9 " (to March 31, '04).....	377 40
do do.....	J. Whitelaw.....	$\frac{1}{2}$	32	2 " and 11 days (to June 11, '04).....	99 04
do do.....	do.....	$\frac{1}{2}$	20	19 days from ".....	16 33
Cardston and Mountain View.....	J. H. Gold.....	51 $\frac{1}{2}$	2	2 mos. (to Aug. 31, '03).....	36 00
do do.....	L. L. Follett.....	51 $\frac{1}{2}$	2	10 " from ".....	520 00
Cardston and Spring Coulee.....	do.....	16	3	12 ".....	375 00
Cardston and Taylorville.....	W. C. Simmons.....	18	2	3 " (to Sept. 30, '03).....	64 75
do do.....	M. A. Lowry.....	18	2	9 " from ".....	194 25
Carievale and Railway Station.....	E. Passino.....	$\frac{1}{2}$	12	12 ".....	95 00
Carlowrie and St. Malo.....	J. Gladu.....	5	1	12 ".....	65 00
Carlyle and Railway Station.....	B. Hallonquist.....	150 yds.	6	1 " (to July 31, '03).....	6 50
do do.....	E. H. Hayward.....	150 yds.	12	11 " from ".....	137 34
Carman and Railway Station.....	R. Squires.....	$\frac{1}{2}$	12	12 ".....	370 16
Carman and Sperling.....	J. S. Cook.....	15 $\frac{1}{2}$	2	3 " 14 days (to Oct. 14, '03).....	101 88
Carnduff and Oakley.....	H. R. Merrell.....	11	1	12 ".....	75 00
Carnduff and Railway Station.....	J. P. Carnduff.....	$\frac{1}{2}$	12	12 ".....	160 00
Carnegie and Railway Station.....	J. F. Howard.....	$\frac{1}{2}$	4	10 " and 17 days (from Aug. 15, '03).....	36 51
Carnoustie and Railway Station.....	E. C. Pierce.....	22	1	3 " (to Sept. 30, '03).....	35 00
Carnoustie and Wapella.....	do.....	22	1	9 " from ".....	134 16
Caron and Keelerville.....	W. F. Fowle.....	21	1	1 " (from June 1, '04).....	16 66
Caron and Lake Valley.....	J. A. Clark.....	17	1	1 " from ".....	10 42
Caron and Railway Station.....	W. Robinson.....	$\frac{1}{2}$	14	12 ".....	139 08
Carroll and Railway Station.....	J. W. Graham.....	$\frac{1}{2}$	12	12 ".....	251 20
Carstairs and Jackville.....	A. J. Gentles.....	12	1	2 " (from May 1, '04).....	8 66
Carstairs and Railway Station.....	A. R. Shantz.....	$\frac{1}{2}$	12	12 ".....	113 20
Cartwright and Railway Station.....	M. Watts.....	$\frac{1}{2}$	12	12 ".....	94 20
Cayley and Railway Station.....	G. W. Wickens.....	500 yds.	3	10 " (from Sept. 1, '03).....	16 66
Cecil and Steep Creek.....	R. C. Smyth.....	15 $\frac{1}{2}$	1	12 ".....	89 00
Chater and Railway Station.....	M. Armstrong.....	$\frac{1}{2}$	12	12 ".....	94 20
Cheadle and Railway Station.....	F. Belwer.....	100 yds.	2	12 ".....	40 00
Chesterwold and Ponoka.....	P. A. Cooper.....	24	1	8 " (from Nov. 1, '03).....	100 00
Churchbridge and Railway Station.....	A. E. Lewarton.....	$\frac{1}{2}$	6	12 ".....	226 57



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Churchbridge and Rothbury.....	R. Smith.....	22	1 12	months.....	156 00
Churchbridge and Sumner.....	A. J. Putland.....	32	1 12	".....	280 00
Clandeboyne and Dunara.....	W. Curiston.....	8 $\frac{3}{4}$	2 2	" and 11 days (from March 21, '04).	25 59
do do.....	A. McBain.....	8 $\frac{3}{4}$	2 1	" (from June 1, '04)	10 84
Clandeboyne and Railway Station..	do.....	300 yds.	3 3	" 11 dys. (from Mar. 31, '04).....	10 93
Claresholm and Lyndon.....	W. A. Lyndon..	15	1 12	".....	250 00
Claresholm and Meadow Creek....	J. J. Duck.....	12	2 12	".....	312 00
Claresholm and New Oxley.....	F. Elliott & Co..	5	2 12	".....	171 72
Claresholm and Railway Station..	W. Moffatt.....	133 yds.	12 12	".....	156 00
Clarkeleigh and Minnewakan.....	A. Lamoureux..	10	2 14	days (to July 14, '03)..	3 95
do do.....	P. Chartrand....	10	2 11	mos. and 17 days (from July 14, '03)...	109 67
Clarkeleigh and Radway.....	G. Lameroux....	7	2 3	" 16 days (to Oct. 16, '03).....	17 53
do do.....	J. Clark, jr....	11 $\frac{1}{2}$	2 8	" and 15 days (from Oct. 16, '03)...	87 60
Clarkeleigh and Reabarn.....	H. Chartrand..	44 $\frac{1}{2}$	2 12	".....	432 26
Clarkeleigh and Seamo.....	J. Clark, jr....	6 $\frac{1}{2}$	2 3	" 16 days (to Oct. 16, '03).....	18 85
Clearwater and Railway Station...	H. McKeller....	$\frac{1}{4}$	12 12	".....	156 00
Coalfields and Railway Station....	W. Hamilton....	3	3 12	".....	171 13
Cochrane and Railway Station....	J. Johnson.....	$\frac{1}{4}$	14 3	" (to Sept. 30, '03).	62 50
do do.....	C. W. Fisher....	$\frac{1}{4}$	14 9	" from ".....	187 50
Cold Springs and Mary Hill.....	T. Breckman....	8	1 12	".....	65 00
Coleman and Railway Station.....	T. J. Hardy.....	250 yds.	14 2	" (from May 1, '04)	20 00
Condie and Railway Station.....	G. H. Brown....	$\frac{1}{8}$	6 3	" and 22 days (to Oct. 22, '03)...	17 46
do do.....	F. J. Tipton....	$\frac{1}{8}$	12 8	" and 9 days (from Oct. 22, '03)...	78 30
Conjuring Creek and Leduc.....	J. A. Sangster..	22	12	".....	362 50
Cooks Creek and Winnipeg.....	M. Racette.....	22	2 12	".....	295 00
Copley and Lyleton.....	C. J. Reid.....	5 $\frac{1}{2}$	1 11	" and 21 days (from July 11, '03)...	76 09
Cordova and Selden.....	J. Allan.....	6 $\frac{1}{2}$	2 12	".....	121 00
Coulter and Coultervale.....	F. Coulter.....	5 $\frac{1}{2}$	2 5	" (from Feb. 1, '04)	54 16
Coultervale and Melita.....	W. F. Coulter..	2	18 5	days (to July 5, '03)...	3 88
Coultervale and Railway Station..	F. Coulter.....	5 $\frac{1}{2}$	2 7	mos. and 4 days (to Feb. 4, '04)...	62 83
Coulter and Railway Station.....	A. Gould.....	500 ft.	4 5	" (from Feb. 1, '04)	13 00
Coulter and Sourisford.....	do.....	6	2 5	" (from Feb. 1, '04)	62 50
Coutts and Railway Station.....	H. Tremont.....	$\frac{1}{8}$	6 12	".....	37 72
Cowley and Livingstone.....	P. McEwen.....	18	1 6	" (to Dec. 31, '03)..	78 00
do do.....	H. E. Parker....	18	1 & 2	" from ".....	91 00
Cowley and Railway Station.....	J. E. Davison..	100 yds.	12 12	".....	180 14
Craig and Railway Station.....	J. L. A. Desilets	100 yds.	6 12	".....	28 68
Crandell and Railway Station.....	T. Hamilton....	$\frac{1}{4}$	6 12	".....	146 48
Crane Lake and Railway Station....	E. C. Barnwell..	10 yds.	14 12	".....	25 08
Craven and Lumsden.....	W. R. Jamieson..	6	1 12	" and extra trips..	85 00
Crescent Lake and Saltcoats.....	J. J. Peck.....	22	1 8	" (to Feb. 29, '04.)	120 40
do do.....	H. Y. Abra.....	33	1 4	" from ".....	69 33
Crossfield and Railway Station....	J. A. Sutherland	150 yds.	12 12	".....	99 84
Crystal City and Railway Station..	H. J. Taylor....	$\frac{1}{4}$	12 12	".....	263 76
Culross and Railway Station.....	P. Anderson....	$\frac{1}{8}$	6 & 12	".....	35 77
Cut Bank and Railway Station.....	F. Garrow.....	5	1 12	".....	65 00
Cypress River and Railway Station	S. F. Pearce....	$\frac{1}{8}$	12 12	".....	100 48
Daly and Virden.....	W. McKenzie....	10	1 12	".....	64 00
Danvers and Scandinavia.....	K. Kijlon.....	7 $\frac{1}{2}$	1 12	".....	26 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Darlingford and Railway Station..	E. Jordan .....	1 <sup>1</sup> / <sub>2</sub>	6	12 months .....	62 80
Darlingford and Shadeland.....	J. Ching .....	8 <sup>1</sup> / <sub>2</sub>	2	12 " .....	156 00
Dauphin and Melton.....	H. L. Short.....	12 <sup>1</sup> / <sub>2</sub>	1	12 " .....	100 00
Dauphin and Railway Station.....	W. Mills .....	28	9	" (to March 31, '04)	201 86
do do .....	T. Jordan .....	28	3	" from " .....	72 80
Dauphin and Spruce Creek.....	J. A. Fisher.....	9	1	12 " .....	105 00
Davidson and Railway Station.....	A. B. McGregor ..	40 yds.	12	12 " .....	40 00
Davin and McLean .....	J. Brandt.....	10	1	3 " 9d. (to Mar. 9, '04)	24 56
do do .....	A. Huck.....	10	1	2 " 22 J. from " ..	27 94
De Clare and Welwyn.....	M. Colville.....	8 <sup>1</sup> / <sub>2</sub>	1	12 " .....	100 00
Deerwood and Railway Station.....	A. McDowell.....	3	12	" .....	35 91
Deleau and Railway Station.....	J. B. Abraham ..	6	12	" .....	55 34
Deloraine and Railway Station.....	J. Gleeson .....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	157 00
Dempsey and Souris.....	J. Dempsey.....	10	1	12 " .....	90 00
Dennington and Manor .....	G. Brock.....	6	1	12 " .....	60 60
Dermid and Emo .....	J. McDermid.....	8 <sup>1</sup> / <sub>2</sub>	1	9 " and 14 days (to April 14, '04)..	61 50
Devil's Lake and Gorlitz .....	H. W. Peel.....	11	1	1 trip .....	2 20
do do .....	Rev. A. Fletcher ..	11	1	1 trip .....	2 50
do do .....	R. R. Smith.....	11	1	2 trips .....	6 50
Devil's Lake and Tetlock .....	do .....	11	1	10 months (to April 30, '04)	70 84
Devlin and Railway Station .....	D. McRitchie.....	400 yds.	12	12 " .....	68 20
De Winton and Gladys.....	H. McNeill.....	17	2	12 " .....	312 00
De Winton and Railway Station.....	do .....	1 <sup>1</sup> / <sub>2</sub>	4	12 " .....	62 25
Diana and Wetaskiwin.....	E. Jaemard.....	9	1	4 " (to Oct. 31, '03)..	15 00
Didsbury and Kansas.....	E. B. Hunsperger ..	11	1	12 " .....	104 00
Didsbury and Neapolis.....	H. Metcalfe.....	10	1	5 " (to Nov. 30, '03)..	37 50
Didsbury and Railway Station.....	D. S. Shantz.....	1	12	12 " .....	156 00
Didsbury and Sunnyslope.....	J. Loeppky.....	26	1	7 " from Dec. 1, '03..	136 50
Dinorwic and Railway Station.....	T. R. Ross.....	280 yds.	12	12 " .....	100 64
Disley and Pense .....	A. G. Wilkie.....	16 <sup>1</sup> / <sub>2</sub>	2	9 " (to March 31, '04)	181 98
Disley and Railway Station .....	G. Gilmour.....	140 yds.	6	3 " (from Apl. 1, '04)	7 50
Dominion City and Letellier.....	M. L. Foster.....	7	6	1 " 14 days (to Aug. 14, 1903)..	35 46
Dominion City and Railway Station	R. Taylor.....	1 <sup>1</sup> / <sub>2</sub>	12	10 " and 17 d. (from August 15, '03)	137 34
Dominion City and Stuartburn via	M. L. Forster.....	18	1	6 " (to Dec. 31, '03).	182 05
Green Ridge and Ridgeville.....	Ball & Lang .....	49	2	6 " from " .....	208 00
do do .....	A. R. Miller.....	10	1	12 " .....	100 00
Dongola and Spy Hill.....	J. M. Douglas.....	4 <sup>1</sup> / <sub>2</sub>	1	6 " (to Jan. 31, '04)	39 00
Dongola and Valley View.....	W. B. Murfitt.....	19	2	7 " (from Dec. 1, '03)	87 50
Dounlee and Edberg.....	R. Arran.....	40 <sup>1</sup> / <sub>2</sub>	2	12 " .....	234 00
Douglas Station and Creelford.....	R. H. Arran.....	12	12	12 " .....	114 00
Douglas Station and Railway Stn.	S. E. Watson.....	9 <sup>1</sup> / <sub>2</sub>	1	5 " (to Nov. 30, '03)..	18 75
Douglas Station and Woodlea.....	J. Mitchell.....	9 <sup>1</sup> / <sub>2</sub>	1	7 " from " .....	37 91
do do .....	A. Sipes.....	40 yds.	6	12 " .....	78 00
Drinkwater and Catching Post...	I. Smith.....	12	12	12 " .....	282 60
Dryden and Railway Station .....	F. C. Lynch.....	11	1	10 " (from Sept. 1, '03)	83 33
Dry Fork and Pincher Creek.....	A. Eason.....	4	2	6 " (to Dec. 31, '03).	32 50
Dry River and Mariapolis.....	W. Craik.....	4	2	6 " from " .....	32 50
do do .....	F. Arcand.....	56	1	3 " (to Sept. 30, '03).	69 55
Duck Lake and Mistawasis.....	do .....	59 <sup>1</sup> / <sub>2</sub>	1	9 " from " .....	243 22
do do .....	C. Boyer.....	12	12	12 " .....	242 60
Duck Lake and Railway Station.....	C. Racette.....	35	1	12 " .....	320 00
Duck Lake and St. Louis.....	B. Laurin.....	1	2 & 3	12 " .....	60 50
Dufresne and Railway Station.....	J. Howrie.....	4	2 & 3	12 " .....	78 75
Dufresne and Rosewood.....	E. S. Rees.....	20	1	4 " (to Oct. 31, '03).	58 33
Duhamel and Heather Brae.....	J. D. Cowan.....	32	1	8 " (from Nov. 1, '03)	427 77
Duhamel and Wetaskiwin.....	W. Curiston.....	16 <sup>1</sup> / <sub>2</sub>	1	8 " and 21 days (to March 21, '04).	132 22
Dunara and Selkirk.....	R. McCordick ..	200 yds.	12	12 " .....	156 00
Dundurn and Railway Station.....	R. McCordick ..	200 yds.	12	12 " .....	156 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dunmore and Catching Post. . . . .	M. A. T. McEwen . . . . .	1	3	3 mos. (to Sept. 30, '03).	7 69
do do . . . . .	R. McEwen . . . . .	1	3	9 " from "	48 75
Dunrea and Langvale. . . . .	G. Lang . . . . .	5½	2	12 " " "	78 00
Dunrea and Railway Station . . . . .	A. Dunlop . . . . .	165 yds.	6 & 12	12 " " "	93 55
Dunrea and St. Félix. . . . .	A. Parent . . . . .	3½	2	12 " " "	62 40
Durban and Swan River . . . . .	D. Thomas . . . . .	16½	1	5 " (to Nov. 30, '03).	55 85
Dyment and Railway Station . . . . .	J. Olberg . . . . .	12	7	12 " " "	60 16
Eagle Butte and Medicine Hat . . . . .	V. Miniszewsky . . . . .	32	1	1 " (to July 31, '03).	20 38
do do . . . . .	C. Calkins . . . . .	36	1	7 " (to Feb. 29, '04).	155 75
do do . . . . .	H. C. Cooper . . . . .	36	1	4 " from "	91 66
Eagle Hill and Harmattan . . . . .	S. Garborg . . . . .	7	1	9 " (to March 31, '04).	27 75
do do . . . . .	L. W. Fifield . . . . .	7	1	3 " from "	9 25
Eagle River and Railway Station . . . . .	D. Gardiner . . . . .	1	7	1 " (from June 1, '04).	6 25
Earling and Lake de May . . . . .	A. H. Sherwen . . . . .	16	1	4 " (from Mar. 1, '04).	33 33
Earlville and Ponoka. . . . .	E. F. Heath . . . . .	15	1	5 " (from Feb. 1, '04).	31 25
East Bay and Makinak. . . . .	W. Coutts . . . . .	20	1	12 " " "	148 00
East End and Maple Creek. . . . .	J. Renaud . . . . .	53	1	12 " " "	450 00
East Selkirk and Kreiger . . . . .	J. Kreiger . . . . .	15	1	12 " " "	25 00
Erst Selkirk and Melrose. . . . .	W. S. Eades . . . . .	6	1	12 " " "	52 00
East View and Pasqua. . . . .	J. Johnson . . . . .	9½	1	12 " " "	80 00
Edberg and Lewisville. . . . .	E. Edstream . . . . .	17	1	5 " 7 days (to Dec. 7, 1903).	34 78
do do . . . . .	W. B. Murfitt . . . . .	17	1	4 " (to April 7, '04).	34 00
do do . . . . .	A. W. Erickson . . . . .	17	1	2 " and 23 d. (from April 7, '04).	38 07
Eden and Glenholm. . . . .	J. Butterfield . . . . .	5	1	2 " (from May 1, '04).	8 66
Eden and Railway Station . . . . .	T. B. Willans . . . . .	150 yds.	6	2 " (fr. May 1, '04).	13 00
Edmonton and Fort Saskatchewan. . . . .	C. F. Stewart . . . . .	19	6	12 " " "	468 00
Edmonton and Namao . . . . .	A. Bole . . . . .	12	1	8 " and 17 days (fr. Oct. 15, '03).	53 39
Edmonton and New Lunnon . . . . .	J. McLean . . . . .	23½	1	4 " and 2 days (to Nov. 2, '03).	50 95
do do . . . . .	J. Oliver . . . . .	23½	1	7 " and 28 days (fr. Nov. 2, '03).	99 05
Edmonton and Railway Station. . . . .	E. Acton . . . . .	11½	12	12 " and 14 days (to Sept. 14, '03).	761 30
Edmonton and St. Albert. . . . .	J. L. Levasseur . . . . .	10	2	2 " and 16 days (fr. Sept. 14, '03).	42 95
do do . . . . .	do . . . . .	10	3	3 " and 16 days (fr. Sept. 14, '03).	247 56
Edmonton and Stony Plain. . . . .	J. Lienan . . . . .	25	2	5 " and 2 days (to Dec. 2, '03).	124 63
do do . . . . .	do . . . . .	27	2	6 " and 29 days (fr. Dec. 2, '03).	182 92
Edrans and Railway Station. . . . .	M. Watson . . . . .	140 yds	4 & 6	12 " " "	48 35
Edrans and Rutherford . . . . .	D. Doubleday . . . . .	6	1	12 " " "	50 00
Edward and Pakan . . . . .	E. Anderson . . . . .	16	1	ftly. 1 " (fr. June 1, '04).	9 25
Egg Lake and Legal . . . . .	J. B. Lirondel . . . . .	10½	1	6 " (to Dec. 31, '03).	37 50
Elgin and Railway Station. . . . .	O. Johnston . . . . .	1	6	12 " " "	105 56
Elie and Railway Station. . . . .	J. Bernardin . . . . .	1	6	12 " " "	71 39
Elkhorn and Heron. . . . .	J. H. Cavanagh. . . . .	25	1	12 " " "	181 80
Elkhorn and Maryfield. . . . .	T. McIndoe . . . . .	16½	1	12 " " "	135 00
Elkhorn and Railway Station . . . . .	W. Cushing . . . . .	12	12 & 14	12 " " "	126 80
Elkwater and Irvine. . . . .	W. J. Harris . . . . .	22	1	7 " (fr. Dec. 1, '03).	137 08
Elkwater and Medicine Hat. . . . .	G. H. Smibert . . . . .	42	1	5 " (to Nov. 30, '03).	125 00
Ellerslie and Railway Station. . . . .	J. W. McLaggan . . . . .	17	4	3 " (to Sept. 30, '03).	13 00
do do . . . . .	W. L. Walker . . . . .	17	4	9 " from "	39 00
Elm Creek and Railway Station . . . . .	T. Kennedy . . . . .	12	12	12 " " "	125 60
Elm Valley and Reston . . . . .	A. Bonniman . . . . .	17	1	12 " " "	120 00
Elphinstone and Strathclair Station. . . . .	J. Craig . . . . .	11½	2	12 " " "	161 72



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elva and Railway Station.....	C.W. MacLennan	$\frac{1}{8}$	12	12 months	157 00
Emerson and Halbstadt .....	J. Heinrichs....	8	1	12 "	51 50
Emerson and Railway Station (C.P.)	J. H. Vanwhart.	1	12	12 "	62 90
do do (C.N.)	do	$\frac{1}{4}$	12	12 "	110 00
Emmaville and Onion Lake.....	W. Slater.	35	ftly.	1 " and 14 days (to Mch. 31, '04)	19 50
do do	L. G. Lovell....	42	ftly.	3 " (from Mch. 31, 1904)..	49 00
Emo and Railway Station.....	C. R. Langstaff.	$\frac{1}{4}$	6	20 days (to Sept. 20, '03)..	33 42
do do	do	$\frac{1}{4}$	12	11 months and 10 days (fr. Sept. 20, '03).	233 15
Estevan and Railway Station .....	R. S. Hobbs....	$\frac{1}{2}$	16	20 days (to Sept. 20, '03).	37 60
do do	do	$\frac{1}{2}$	26	11 months and 10 days (fr. Sept. 20, '03)	211 20
Ethelbert and Railway Station .....	G. C. Bean.....	$\frac{1}{35}$	4 & 6	12 "	14 65
Ethelton and Flett's Springs .....	J. Morrow.....	5	1	7 " (fr. Dec. 1, '03)	30 33
Evarts and Red Deer .....	O. M. Forham....	22 $\frac{1}{2}$	1	12 "	169 00
Eyeblow Hill and Parkbeg.....	J. McFadyen....	14	1	1 " (fr. June 1, '04)	12 50
Fairfax and Railway Station .....	J. L. Hettle....	$\frac{1}{4}$	6 & 12	11 " and 18 days (to June 18, '04)	109 75
Fairford and The Narrows .....	H. Einarsson....	60	ftly.	12 "	325 00
Fairnede and High View.....	A. F. Barré....	22 $\frac{1}{2}$	1	12 "	175 00
Fairy Bank and Ponoka.....	W. J. Earl.....	14	1	4 " (to Oct. 31, '03)	33 33
Fannystelle and Railway Station .....	E. Guilbault....	$\frac{1}{8}$	12	12 "	60 38
Fernton and Winnipeg.....	M. Peebles.....	4	2	1 " (to July 31, '03)	7 88
File Hills and Qu'Appelle.....	T. G. Morrison....	30	1	12 "	236 00
Findlay and Grand Clairiere .....	J. W. Mackay....	6	2	12 "	100 00
Findlay and Railway Station .....	do	$\frac{1}{10}$	6	12 "	47 10
Fishing Lake and Quill Lake.....	H. Milligan....	35	1	4 " and 16 days (fr. Feb. 14, '04).	118 28
Fishing Lake and Sheho .....	do	32	1	1 " (fr. June 1, '04)	29 17
Fishing Lake and Yorkton.....	do	96	1	11 " (to May 31, '04)	779 16
Flee Island and High Bluff.....	H. W. Cox-Smith	9	1	7 " and 23 days (broken period)	51 57
Fleming and Railway Station.....	H. Anderson....	$\frac{1}{8}$	12	11 " and 11 days (to June 11, '04)	171 76
do do	do	$\frac{1}{8}$	14	19 days from "	10 96
Fletwode and Hazelwood.....	M. McMillan....	9	1	12 months	100 00
Fletwode and Whitewood .....	F. Kennedy.....	35 $\frac{1}{2}$	1	12 "	240 72
Florenta and Plumas .....	T. McKenzie....	4 $\frac{1}{2}$	1	12 "	52 00
Foam Lake and Malby.....	G. Crossen.....	6	1	3 " (fr. April 1, '04)	24 70
Fork River and Railway Station .....	T. N. Briggs....	$\frac{1}{4}$	4	3 " (to Sept. 30, '03)	13 25
do do	N. Little.....	$\frac{1}{4}$	4	9 " from "	39 25
Forrest Farm and Grove Park .....	J. Johanson....	9	1	12 "	49 14
Forrest Station and Railway Stat'n	C. Watkins.....	$\frac{1}{35}$	6 & 12	12 "	90 15
Fort à la Corne and Prince Albert.	A. Sutherland....	58	1	12 "	475 00
Fort à la Corne and The Pas .....	Hudson Bay Co.	245	mtly	12 "	440 00
Fort Alexander and Peguis.....	D. McIvor.....	53	1	3 " (to Sept. 30, '03)	91 42
do do	H. R. Halpin....	53	1	9 " from "	274 26
Fort Alexander and St. George.....	L. Schanus....	6	1	12 "	52 00
Fort Frances and Isherwood.....	J. Watson.....	9	1	12 "	90 00
Fort Frances and Railway Station.	W. Isherwood....	$\frac{1}{4}$	12 & 18	12 "	177 92
Fort Pelly and Plateau .....	M. McDonald....	18	1	10 " (fr. Sept. 1, '04)	164 66
Fort Pelly and Yorkton.....	J. C. Muncy....	68	1	12 "	525 00
Fort Saskatchewan and Saddle Lake	C. F. Stewart....	77	1	12 "	900 00
Fort William and Railway Station.	W. F. Hogarth....	$\frac{1}{2}$	14	12 "	337 50
Fort William West and Railway Station.....	G. B. Smith....	$\frac{1}{10}$	12	3 " (to Sept. 30, '03)	30 00
do do	D. McLean.....	$\frac{1}{10}$	12	12 "	90 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fort William West and Slate River Valley.....	A. W. Trewin ..	11	1	4 mos. (to Oct. 31, '03)	23 00
Foxton and Teulon.....	R. J. Martin ..	5	1	2 " (to Sept. 30, '03)	6 78
Fox Warren and Railway Station.....	A. Laycock ..	$\frac{1}{8}$	6 & 12	12 " ..	80 00
Fox Warren and St. Lazare.....	G. Hudon ..	12	2	12 " ..	119 48
Frank and Railway Station.....	J. E. Wood ..	$\frac{1}{4}$	12	12 " ..	150 00
Franklin and Railway Station.....	A. M. Anderson ..	$\frac{1}{8}$	12	12 " ..	100 64
French and Nutana.....	D. E. French ..	21	1	1 " (to Mch. 31, '04)	58 00
Frobisher and Railway Station.....	J. S. Riddell.....	75 yds.	8	9 " and 17 days (to Apl. 17, '04).	49 71
do do .....	do .....	75 yds.	12	13 days from " ..	16 26
Frobisher and Roseview.....	J. W. Commadore ..	18	1	4 months (to Oct. 31, '03)	20 00
do do .....	R. Hale.....	21	1	8 " from " ..	57 50
Gainsborough and Railway Station.....	R. B. Elliott.....	$\frac{1}{4}$	12	12 " ..	157 00
Gainsborough and Workman.....	H. Harris ..	22	1	12 " (to Dec. 31, '03)	221 00
Garland and Railway Station.....	W. J. Osborne ..	$\frac{1}{12}$	4 & 6	6 " (to Dec. 31, '03)	8 64
do do .....	W. J. Curtis ..	$\frac{1}{12}$	6	6 " from " ..	9 01
Garonne and St. Isidore de Bellevue.....	P. E. Myre ..	3	1	3 " (fr. Apl. 1, '04).	6 50
Gilbert Plain and Glenlyon.....	W. McNaught ..	7	1	25 days (to Sept. 30, '03).	4 41
do do .....	R. Shaw ..	7	1	9 months (fr. Sept. 30, '03)	48 74
Gilbert Pains and Mountain Gap.....	J. C. Diamond ..	21	1	6 " (to Dec. 31, '03)	75 08
Gilbert Plains and Railway Station.....	W. McNaught ..	280 yds.	6	12 " ..	78 50
Gilbert Plains and Umatilla.....	do ..	$14\frac{1}{2}$	1	12 " ..	140 00
Gilbert Plains and Venlaw.....	O. Dowkes.....	$17\frac{1}{2}$	1	12 " ..	129 00
Gilbert Plains and Wilford.....	W. McNaught ..	27	1	1 " ..	27 61
do do .....	C. Snyder ..	.....	.....	6 months (to Sept. 19) ..	2 28
do do .....	H. Alkins.....	.....	.....	9 " and 10 days (fr. Sept. 19, '03)	58 04
Gladstone and Mekiwin.....	J. J. Downey.....	19	2	12 " ..	190 00
Gladstone and Railway Station (C.N.).....	W. A. Sebastian ..	$\frac{1}{4}$	6	12 " ..	78 50
do do (C.P.).....	do ..	$\frac{1}{4}$	12	12 " ..	181 16
Gleichen and Railway Station.....	E. Griesbach ..	$\frac{1}{8}$	14	4 " (to Oct. 31, '03)	24 60
do do .....	do ..	$\frac{1}{8}$	14	14 " ..	83 38
Gleichen and Rosebud Creek.....	V. J. Beaupré ..	35	fthly.	4 months (to Oct. 31, '03) and arrears..	59 00
do do .....	D. C. Wishart ..	35	fthly.	8 " (fr. Oct. 31, '03) and arrears..	137 66
do do .....	D. Martin, jr. ....	35	fthly.	Arrears for 4 trips in May, 1903 ..	20 00
Glenboro and Railway Station.....	J. A. Smith ..	$\frac{1}{8}$	12	12 months ..	158 00
Glenboro and Skalholt.....	J. J. Anderson ..	11	1	12 " ..	73 00
Glencairn and Norgate.....	H. Wylie ..	10	1	10 " (to Apl. 30, '04)	100 00
Glencairn and Railway Station.....	do ..	$\frac{1}{8}$	4	12 " ..	72 34
Glendale and Neepawa.....	H. E. Hatch ..	12	2	3 " (to Sept. 30, '03)	36 25
do do .....	W. F. Sirett ..	12	2	9 " from " ..	130 08
Glendinning and Moropano.....	J. Cummings.....	6	1	12 " ..	39 00
Glenella and Railway Station.....	H. N. Ray ..	$\frac{1}{8}$	6	12 " ..	75 48
Glen Ewen and Goshen.....	T. R. Preston ..	18	1	3 " (fr. Apl. 1, '04)	26 25
Glen Ewen and Meridian.....	do ..	12	1	9 " (to Mch. 31, '04)	45 00
Glen Ewen and Railway Station.....	T. R. Preston ..	$1\frac{1}{2}$	12	12 months ..	78 50
Glen Mary and Neshem.....	J. Neshem.....	5	1	7 " (from Dec. 1, '03)	14 58
Glen Mary and Norden.....	C. C. Larson ..	8	1	10 " (from Sept. 1, '03)	50 00
Glenora and Pilot Mound.....	J. Wardell.....	16	2	12 " ..	260 00
Glensmith and Norgate.....	A. McLeod ..	8	1	2 " (from May 1, '04).	8 66
Glensmith and Railway Station.....	T. J. Hall.....	2	2	2 " (from May 1, '04)	13 00
Glen Valley and Pense.....	C. Rogan.....	$16\frac{1}{2}$	2	3 " (from April 1, '04)	60 67
Golden Stream and Railway St'n.....	W. Burnby.....	2	1	12 " ..	52 00
Gold Rock and Wabigoon.....	A. H. Davidson ..	25	1	Season 1903-4.....	80 50



## APPENDIX B—Continued.

DETAILS of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gonor and Lockport.....	W. R. Swain...	11 $\frac{1}{2}$	2	12 months.....	35 00
Goodlands and Lennox.....	H. C. Manz.....	3 $\frac{1}{2}$	2	12 ".....	78 00
Goodlands and Montiflore.....	C. Huyck.....	4 $\frac{1}{2}$	2	12 ".....	117 00
Goodlands and Railway Station.....	A. Sleep.....	8 $\frac{1}{2}$	6	12 ".....	30 00
Goose Lake and Tumbell.....	T. Adams.....	8 $\frac{1}{2}$	1	3 " (from April 1, '04)	22 75
Gordon and Sancte Andrea.....	D. Macdonald.....	6	1	12 ".....	51 50
Gorlitz and Yorkton.....	J. B. Ball.....	35	1	2 " (from May 1, '04)	40 66
Grand Coulee and Catching Post.....	A. D. Wright.....	8 $\frac{1}{2}$	6	12 ".....	50 09
Grand Point and Ile des Chenes.....	J. Rowan.....	8	2	1 " and 23 days (from May 9, '04)...	13 97
Grand Point and Railway Station.....	do.....	100 yds.	12	1 " and 23 days (from May 9, '04)...	5 83
Grand Rapids and Winnipegosis.....	M. S. Simpson.....	120	6	12 " (to April 30, '04)...	120 00
Grand View and Mountain Gap.....	T. F. Stubbs.....	18 $\frac{1}{2}$	1	6 " (from Jan. 1, '04)...	70 00
Grand View and Railway Station.....	A. Hume.....	125 yds.	6	12 ".....	62 80
Grass River and Plumas.....	J. Nichols.....	12	1	9 " and 14 days (to April 14, '04)...	70 96
do do.....	E. Hankie.....	12	1	2 " and 16 days (from April 14, '04)...	19 04
Grassy Lake and Railway Station.....	A. Galger.....	50 ft.	6	5 " (from Feb. 1, '04)...	12 50
Graysville and Railway Station.....	J. Bruce.....	75 yds.	4	2 " and 12 days (from April 18, '04)...	5 08
Grayburn and Walsh.....	C. Briggs.....	21	1	2 " (from May 1, '04)...	25 00
Graytown and Hillesden.....	R. Gray.....	20	1	3 " (from April 1, '04)...	62 50
Great Bend and Park.....	M. Kimpton.....	33	1	7 " (from Dec. 1, '03)...	182 00
Green Lake and Mistawasis.....	W. Morin.....	127	12	12 ".....	90 00
Greenland & Ste Anne des Chenes.....	C. Toews.....	5 $\frac{1}{2}$	2	12 ".....	75 00
Greenway and Railway Station.....	P. A. McBean.....	120 yds.	6	12 ".....	65 85
Grenfell, Hyde and Neudorf.....	D. Palmer.....	20, 56 & 26	1 & 2, 1	12 ".....	400 00
Grenfell and Railway Station.....	H. Coy.....	12	12	12 ".....	170 21
Gretna and Railway Station.....	H. Purpur.....	14	12	12 ".....	131 76
Gretna and Reinland.....	J. Quiring.....	17	2	12 ".....	215 09
Griswold and Hillview.....	F. W. Stevenson.....	13 $\frac{1}{2}$	2	6 " (from Dec. 1, '03 to May 31, '04)...	137 50
Griswold and Oak River.....	W. A. Day.....	41	2	5 " (to Nov. 30, '03)...	333 33
Griswold and Railway Station.....	A. E. Hill.....	4	12	11 " and 11 days (to June 11, '04)...	153 09
do do.....	do.....	4	14	19 dys. (from June 11, '04)...	9 83
Griswold and Roden.....	J. Laing.....	26 $\frac{1}{2}$	2	1 m'th (from June 1, '04)...	35 42
Gruber and Railway Strtion.....	H. Girtle.....	50 yds.	4	12 ".....	36 50
Grunthal and Steinbach.....	J. Freisen.....	20 $\frac{1}{2}$	2	3 " (to Sept. 30, '03)...	50 00
do do.....	J. E. Schellenberg.....	20 $\frac{1}{2}$	2	9 " from ".....	225 00
Gull Lake and Railway Station.....	S. A. Pennock.....	8	7	12 ".....	25 06
Hague and Railway Station.....	T. E. Mahaffy.....	4	12	12 ".....	94 20
Halbrite and Catching Post.....	F. H. Moore.....	150 yds.	3	16 days (to July 16, '03)...	1 70
do do.....	do.....	150 yds.	6	8 mos. (from July 16, '03)...	52 10
do do.....	do.....	150 yds.	14	3 m. and 15 days (from March 16, '04)...	53 00
Hamiota and Railway Station.....	G. H. McKague.....	7 $\frac{1}{2}$	6	1 month (to July 31, '04)...	13 50
do do.....	do.....	7 $\frac{1}{2}$	12	11 " from ".....	286 44
Hamiota and Viola Dale.....	J. T. Pollock.....	7	2	12 ".....	130 00
Hanlan and Meadow Lea.....	J. Macdoonald.....	8 $\frac{1}{2}$	2	12 ".....	92 00
Hanley and Railway Station.....	R. W. Oxley.....	500 ft.	6	1 " and 9 days (to Aug. 9, '03)...	2 72
do do.....	do.....	500 ft.	12	10 " and 22 days (from Aug. 9, '03)...	44 56
Hargrave and Railway Station.....	H. Cutfield.....	1 $\frac{1}{2}$	12	11 " and 11 days (to June 11, '04)...	118 40



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hargrave and Railway Station...	H. Cutfield.....	$\frac{1}{2}$	14	19 dys (from June 11, '04)	7 60
Harmattan and Olds.....	L. W. Fifield.....	11 $\frac{3}{4}$	2	12 months.....	186 20
Harperville and Woodlands.....	A. M. Millar.....	20	1	12 ".....	125 00
Harrowby and Railway Station.....	S. Blane.....	$\frac{1}{4}$	4	3 " and 14 days (to Oct. 14, '03)...	15 00
do do do.....	do do do.....	$\frac{1}{4}$	6	8 " and 17 days (from Oct. 14, '03)...	55 75
Hartney and Railway Station.....	J. Blair.....	$\frac{1}{2}$	12	12 ".....	131 88
do do (C.N.).....	do do.....	$\frac{1}{2}$	6&12	8 " and 18 days (from Oct. 12, '03)...	122 40
Hawk Lake and Railway Station.....	B. J. Hodgins.....	$\frac{1}{4}$	12	12 ".....	24 00
Haynes and Lacombe.....	W. J. Morrical.....	18	1	1 " and 14 days (to Aug. 14, '03)...	14 67
Hazel Cliffe and Kaposvar.....	S. Barrath.....	5	1	9 " (to Mar. 31, '04)...	39 00
do do do.....	do do do.....	7	1	3 " (from Mar. 31, '04)...	18 20
Hazel Ridge and Sapton.....	A. J. Peterson.....	5	1	5 " (from Feb. 5, '04)...	25 00
Headingly and Railway Station.....	L. H. Compton.....	$\frac{1}{10}$	12	12 ".....	94 20
Heaslip and Minto.....	S. A. Heaslip.....	$\frac{3}{4}$	2	12 ".....	62 40
Heather Brae and Spring Lake.....	E. S. Rees.....	30	1	4 " (from Mar. 1, '04)...	66 33
Heather Brae and Wetaskiwin.....	J. D. Cowan.....	48	2	8 " (from Nov. 1, '03)...	200 00
Hecla and Icelandic River.....	H. Asbjornsson.....	24	1	12 ".....	130 00
Heward and Hudmore.....	R. Reilly.....	$\frac{1}{8}$	1	3 " (from Apr. 1, '04)...	15 00
High Bluff and Oakland.....	H. W. Cox-Smith.....	21	1	4 " and 8 days (from Sept. 1, '03)...	46 90
High Bluff and Railway Station.....	do do.....	$\frac{1}{2}$	12	12 ".....	90 60
High River and Pekisko.....	G. Lane.....	25	1	12 ".....	175 00
High River and Railway Station.....	J. Limoges.....	$\frac{1}{16}$	12	12 ".....	120 04
Hill End and Innisfail.....	E. Longhurst.....	12	1	12 ".....	30 00
Hillsdown and Red Deer.....	W. O'Connor.....	4	1	12 ".....	75 00
Hilton and Railway Station.....	Mrs. J. E. Davies.....	$\frac{1}{4}$	6&12	12 ".....	70 24
Hirsh and Railway Station.....	M. Berner.....	$\frac{1}{8}$	2	2 " and 20 days (to Sept. 20, '03)...	5 57
do do do.....	do do do.....	$\frac{1}{2}$	4	9 " and 10 days (from Sept. 20, '03)...	68 00
Hitchcock and Catching Post.....	N. Dupuis.....	125 yds.	7	1 " (from June 1, '04)...	2 19
Holland and Railway Station.....	J. J. Pearson.....	$\frac{1}{4}$	12	12 ".....	201 32
Hollbroke and Ponoka.....	J. E. Aylwin.....	5 $\frac{1}{2}$	2	3 " (to Sept. 30, '03)...	45 50
do do do.....	W. S. Fuller.....	5 $\frac{1}{2}$	2	9 " from ".....	112 50
Holmfild and Railway Station.....	F. J. Messner.....	$\frac{1}{4}$	12	12 ".....	104 66
Hoodoo and Leofeld.....	J. Hanacek.....	12	1	12 ".....	25 00
Hun's Valley and Minnedosa.....	J. Kovacs.....	20 $\frac{1}{2}$	1	6 " (to Dec. 31, '04)...	47 50
do do do.....	do do do.....	22	1	6 " from ".....	47 50
Hyde and Mariahilf.....	D. Palmer.....	10	1	10 " and 4 d. (to May 4, '04).....	56 21
do do do.....	R. F. Hardy.....	10	1	1 " and 27 days (from May 4, '04)...	10 45
Hyde and Neudorf.....	D. Palmer.....	8	1	1 " and 4 d. (to May 4, '04)...	9 35
do do do.....	R. F. Hardy.....	8	1	1 " and 27 days (from May 4, '04).....	15 65
Hyde Park and Roseisle.....	E. Griffith.....	6	1	12 ".....	46 80
Hyder and Ninga.....	Hicks & Maloney.....	8	2	12 ".....	130 00
Hymers and Muriillo.....	A. McLean.....	16	2	3 " (to Sept. 30, '03)...	95 00
Hymers and O'Connor.....	R. A. Winslow.....	5	2	3 " (to Sept. 30, '03)...	18 75
Icelandic River and Selkirk.....	R. Millidge.....	78	1	8 " and 20 d. (to Mar. 20, '04).....	431 86
Icelandic River and Winnipeg Beach.....	Millidge Bros.....	50	1	1 " and 11 days (from Mar. 31 to Apr. 30, '04)...	59 05
do do do.....	A. Favel.....	50	1	2 " (from Apr. 1, '04)...	83 34

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					¢    cts.
Ignace and Railway Station.....	J. Davies.....	$\frac{1}{2}$	12	12 months.....	80 48
Isle des Chenes and St. Boniface..	L. Beauchemin..	19	1	10 " and 7 d. (to May 7, '04).....	80 91
Independence & Rivière qui Barre.	J. Shoveller....	14	1	12 " .....	80 00
Indian Ford and Rathwell.....	Mrs. A. Starton..	$7\frac{1}{2}$	2	12 " .....	119 75
Indian Head and Kenlis.....	A. Leach.....	25	2	12 " .....	380 68
Indian Head and Railway Station.	A. Leach.....	$25\frac{1}{2}$	12	9 " (to Mar. 31, '04)...	174 48
do do do	do .....	$25\frac{1}{2}$	26	2 " and 11 days (to June 11, '04)....	101 02
do do do	do .....	$25\frac{1}{2}$	28	19 days from " .....	23 70
Indian Springs and Railway Station	J. Toutant.....	25 yds.	6	12 months.....	36 00
Inga and Stony Plain.....	F. Sieh.....	$6\frac{1}{2}$	2	6 " (from Jan. 1, '04).	30 00
Ingleside and Willow Range.....	W. J. Williams..	7	1	12 " .....	£2 00
Ingolf and Catching Post.....	J. E. Palmer.....	$\frac{1}{2}$	12	12 " .....	35 00
Innisfail and Knee Hill Valley....	T. S. Stanway..	12	£	4 " (to Oct. 31, '03)...	31 66
do do do	do .....	15	2	8 " from " .....	79 17
Innisfail and Markerville.....	J. Bjornson.....	16	1	5 " (to Nov. 30, '03)...	49 75
do do do	B. Stephenson..	16	2	7 " from " .....	116 31
Innisfail and Mayton.....	A. Brubaker.....	21	1	2 " and 17 d. (to Sept. 17, '04).....	12 83
do do do	do .....	21	2	9 " and 13 days (from Sept. 17, '04)....	102 09
Innisfail rnd Railway Station.....	N. W. Stiles....	$\frac{1}{2}$	12	12 " .....	283 48
Insinger and Railway Station.....	R. Lawrie.....	5	1	1 " (from June 1, '04)	2 16
Iowalta and Morningside.....	T. C. King.....	8	1	12 " .....	65 00
Irvine and Catching Post.....	W. J. Harris....	202 ft.	6	3 " and 27 d. (to Oct. 27, '03).....	25 50
do do do	do .....	334 yds.	6	2 " (from Oct. 27, to Dec. 27, '03)....	13 00
do do do	do .....	334 yds.	12	6 " (from Dec. 27, '03)	72 00
Jerome and Morris.....	H. Fontaine....	8	1	12 " .....	45 00
Kakabeka and Catching Post.....	W.R. Buttars... $\frac{1}{2}$	$\frac{1}{2}$	6	12 " .....	35 00
Kaleida and Manitou.....	N. Morrison.....	17	2	12 " .....	208 00
Kamsack and Mulooh.....	J. Thomas.....	12	1	12 " .....	100 00
Kananaskis and Catching Post....	J. Walker.....	100 yds.	7	12 " .....	45 00
Kawende and Kelvin.....	C. Moxham.....	6	1	12 " .....	50 00
Kawende and Railway Station....	F. G. Herbert... 202 yds.	202 yds.	6	3 " (to Sept. 30, '03)...	10 79
do do do	D. A. Moore.... 202 yds.	202 yds.	12	9 " from " .....	64 74
Keewatin and Railway Station....	J. A. Fletcher... $\frac{1}{2}$	$\frac{1}{2}$	14	11 " and 11 d. (to June 11, '04)....	284 54
do do do	do .....	$\frac{1}{2}$	28	19 days (from June 11, '04)	31 16
Kelloc Station and Railway St'n....	C. F. Nixon..... $\frac{1}{2}$	$\frac{1}{2}$	6	1 month (to July 31, '03)	6 52
do do do	W. H. Ewer, sr.. $\frac{1}{2}$	$\frac{1}{2}$	6	2 " and 14 days (from July 31, to Oct. 4, '03)	16 01
do do do	do .....	$\frac{1}{2}$	12	8 months and 17 d. (from Oct. 14, '03)...	111 06
Kemnay and Railway Station.....	E. B. Scott..... $\frac{1}{16}$	$\frac{1}{16}$	12	12 " .....	164 26
Kenton and Logoch.....	G. A. H. Brown..	11	1	1 " (from June 1, '04)	8 67
Kenton and Railway Station.....	A. W. Kent.....	194 yds.	4	1 " (from June 1, '04)	4 34
Kerfoot and Petrel.....	S. Craig.....	$4\frac{1}{2}$	2	8 " and 6 d. (to Mar. 6, '04).....	45 53
Keyes and Railway Station.....	W. Keyes..... $\frac{1}{8}$	$\frac{1}{8}$	12	12 " .....	62 80
Killarney and Glendinning.....	A. Young.....	33	2	12 " .....	195 00
Killarney and Railway Station....	C. Bate.....	$2\frac{1}{2}$	12	12 " .....	157 00
Killarney and Wakopa.....	G. E. Martin....	33	2	6 " (to Dec. 31, '04)...	112 50
do do do	A. Hannah.....	33	2	6 " from " .....	135 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingsley and Larivière.....	R. Henderson...	6	2	12 months.....	155 00
Kinosota and Siglunes.....	J. Eyford.....	9	1	12 ".....	65 00
Kinosota and The Narrows.....	E. Kristjansson.....	16	1 in 2	12 ".....	100 00
Kinosota and Westbourne.....	J. C. Anderson.....	72	1	12 ".....	416 00
Kirkella and Catching Post.....	J. Neilly.....	252 yds.	6	9 " 25 d. (to Apl. 24, '04).....	55 77
do do.....	do.....	252 yds.	12	2 " 6 d. (from Apl., 25, '04).....	25 24
Kirkpatrick and Prince Albert.....	J. Tanner.....	22	1	12 ".....	125 00
Knee Hill Valley and Milverton.....	T. S. Stanway.....	6	1	8 " (from Nov. 1, '03).....	30 00
Kronan and Regina.....	H. Enteneier.....	23	1	12 ".....	160 00
La Broquerie and Railway Station.....	E. Savard.....	$\frac{1}{4}$	6	12 ".....	94 60
Lac du Bonnet and Railway Station.....	W. F. Kirby.....	$\frac{1}{2}$	2	12 ".....	10 40
Lac La Biche and Saddle Lake.....	T. Huppé.....	80 ftnly.	12	".....	240 00
Lacombe and Lamerton.....	Tice & Fortune.....	33	1	12 ".....	364 00
Lacombe and Railway Station.....	W. J. Burris.....	$\frac{1}{16}$	12	12 ".....	210 00
Lacombe and Reed Willow.....	T. Baird.....	70	1	6 " 12 d. (to Feb. 27, '04).....	418 92
do do.....	Kulp & Parsons.....	70	1	1 " 5 d. (to Apl. 3, '04).....	100 00
do do.....	J. F. Mount.....	70	1	2 " 27 d. (from Apl. 3, '04).....	223 62
Lacombe and Rimbey.....	J. Marshall.....	36	1	8 " (from Nov. 1, '03).....	195 16
Lac St. Anne and Onoway.....	P. Laroque.....	12	12	2 " (from May 1, '04).....	16 66
Lac St. Anne and Stony Plain.....	H. H. Akins.....	36	1	12 ".....	400 00
Laggan and Railway Station.....	E. Evans.....	300 yds.	14	12 ".....	76 40
Lake de May and Skapse.....	O'Grasdal.....	8	1	7 " 18 d. (from Aug. 14, '03).....	47 28
do do.....	A. H. Servin.....	8	1	3 " (from Mar. 1, '04).....	18 75
Lake Park and Osler.....	N. Smith.....	14	1	1 " (to July 31, '03).....	7 08
do do.....	J. F. Reimer.....	14	1	11 " (from July 31, '03).....	81 67
Lamerton and Whitebrush.....	W. R. Williams.....	20	1	5 " (from Feb. 1, '04).....	75 00
Landestrew and Langenburg.....	D. Dounnaun.....	15	1	12 ".....	65 00
Lang and Railway Station.....	S. C. Wright.....	270 yds.	6	1 " 16 d. (from May 15, '04).....	8 39
Langdon and Railway Station.....	R. Cowen.....	$\frac{1}{3}$	4	12 ".....	104 00
Langenburg and Railway Station.....	F. J. Shopland.....	$\frac{1}{3}$	12	9 " 23 d. (from Sept. 8, '03).....	135 72
Langevin and Railway Station.....	O. Belanger.....	2 yds.	3	5 " (from Feb. 1, '04).....	12 50
Larivière and Railway Station.....	T. Dunlop.....	$\frac{1}{4}$	16	12 ".....	150 48
La Salle and Blythfield.....	F. O. Dubé.....	29	2	3 " 16 d. (to Oct. 16, '03).....	95 39
La Salle and Railway Station.....	M. Gaudry.....	$\frac{1}{8}$	12	8 " 3 d. (to March 9, '04).....	41 37
do do.....	J. A. Cormier.....	$\frac{1}{8}$	12	3 " 22 d. (from Mar. 9, '04).....	18 63
Lauder and Railway Station.....	G. E. Moore.....	$\frac{1}{16}$	12	12 ".....	125 60
Laurier and Railway Station.....	P. Trottier.....	$\frac{1}{8}$	6	12 ".....	180 18
La Vallee and Railway Station.....	J. Saunders.....	160 yds	6	12 ".....	56 83
Lebret and Qu'Appelle.....	A. Bouffard.....	$\frac{1}{4}$	6	12 ".....	140 40
Leduc and Railway Station.....	R. T. Telford.....	$\frac{1}{8}$	12	12 ".....	157 00
Legal and Morinville.....	J. Hule.....	12	1	6 " (from Jan. 1, '04).....	50 00
Lenore and Penrith.....	J. Button.....	$\frac{1}{4}$	1	7 " (from Dec. 1, '03).....	58 33
Lenore and Railway Station.....	S. S. Carscadden.....	165 yds.	4	7 " (from Dec. 1, '03).....	30 33
Letellier and Railway Station.....	A. Guilbert.....	$\frac{1}{2}$	12	12 ".....	125 76
Letellier, St. Joseph and St. Pie.....	T. A. Poliquin.....	$3\frac{1}{2}$ & $\frac{1}{4}$	2 & 2	12 ".....	150 00
Lethbridge and Railway Stations.....	W. Hardy.....	$\frac{1}{8}$	18	12 ".....	427 19
Lidstone and Minnitonas.....	T. Lidstone.....	9	1	12 ".....	100 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lillyfield and Winnipeg.....	T. Riggall.....	14½	1	12 months.....	90 00
Lineham and Okotoks.....	H. Biscoby.....	23	1	12 ".....	163 00
Lloydminster and Onion Lake.....	L. G. Lovell.....	35	1	4 " 14 d. (from Feb. 16, '04).....	115 88
Loch Monar and Markland.....	K. Danielson.....	18	1	12 ".....	70 00
Loch Monar and Stonewall.....	P. Harper.....	36	1	12 ".....	247 00
Logan and Northern.....	W. Rowland, jr.....	14½	1	12 months.....	246 48
Logoch and Ralphtown.....	G. A. H. Brown.....	11	1	6 " (to May 30, '04).....	52 00
Lougburn and Macdonald.....	E. Brown.....	5¾	2	12 ".....	68 00
Longlaketon and Strassburg.....	L. Carr.....	20	1	6 " (to Dec. 31, '03).....	55 00
do do.....	A. Christoph.....	20	1	6 " from ".....	80 50
Loretta and Railway Station.....	A. Marcoux.....	3¾	2	12 ".....	86 90
Lotham and Morris.....	J. A. Dyer.....	4½	2	5 " (to Nov. 30, '03).....	8 33
Lotham and Westwood.....	do.....	5½	2	3 " (from Apr. 1, '04).....	12 50
Louise Bridge and Winnipeg.....	J. McGrath.....	1½	6	12 ".....	78 00
Lower Farm and Railway Station.....	A. Wiens.....	18	6	12 ".....	35 24
Lower Fort Garry and Oak Ham- mock.....	C. Johnston.....	9	1	12 ".....	40 00
Lower Fort Garry and Pigeon Bluff.....	J. Linklater.....	6½	1	12 ".....	28 00
Lumsden and Marieton.....	J. Moir.....	31	1	12 ".....	267 24
Lumsden and Railway Station.....	M. Ramsey.....	16	12	3 " (to Sept. 30, '03).....	22 79
do do.....	J. Moir.....	16	2	9 " from ".....	117 38
Lumsden and Tregarva.....	W. R. Jamieson.....	8	1	12 ".....	78 00
Lyleton and Pierson.....	R. Murray.....	15	1	4 days (to July 4, 1903).....	1 06
Lyleton and Railway Station.....	do.....	1	6	12 months.....	77 50
Lyonshall and Ninga.....	S. Jones.....	6	2	12 ".....	100 00
McCreary and Railway Station.....	J. G. Elliott.....	1	4	12 ".....	78 00
McKenzie and Snow Flake.....	C. Strachan.....	6	2	12 ".....	100 00
McKenzieville and Railway Station.....	G. B. Johnson.....	100 ft.	3	25 days (to Mar. 31, '04).....	2 67
do do.....	E. Downton.....	100 ft.	3	3 months (from Apr. 1, '04).....	9 75
McLean and Railway Station.....	T. Seelin.....	16	6	12 ".....	130 85
McTaggart and Catching Post.....	L. Foisie.....	200 yds.	2	1 " (from June 1, '04).....	4 17
Macdonald and Railway Station.....	A. Curtis.....	1	12	12 ".....	94 20
Macdowall and Railway Station.....	E. McK. Ellis.....	200 yds.	3	11 " (from Aug. 1, '03).....	14 30
Macdowall and Willoughby.....	M. McLeod.....	1	1	11 ".....	71 50
MacGregor and Railway Station.....	G. A. Hay.....	1	16	12 ".....	217 63
MacGregor and Rosehill.....	T. Snaith.....	10	1	12 ".....	100 00
MacLeod and Railway Station.....	W. J. Davis.....	2	24	12 ".....	485 50
MacLeod and Round Up.....	R. Baird.....	17	1	12 ".....	104 00
MacLeod and Stand Off.....	G. Pearson.....	18	1	12 ".....	200 00
Macoun and Catching Post.....	E. Rollins.....	320 yds.	12	10 " (from Sept. 1, '04).....	78 23
Magrath and Railway Station.....	A. Mercer.....	3	6	12 ".....	157 00
Makinak and Railway Station.....	R. Armstrong.....	1	6	3 " (to Sept. 30, '03).....	10 12
do do.....	W. Golden.....	1	12	9 " from ".....	60 00
Makinak and St. Rose du Lac.....	J. Marshall.....	10	2	12 ".....	168 00
Mandan and Railway Station.....	J. Cuddy.....	3	6	8 " 17 days (from Oct. 15, '03).....	54 53
Manitou and Railway Station.....	J. A. M. Logan.....	1	12	9 " 10 days (to Apr. 10, '04).....	97 03
do do.....	J. G. Harman.....	1	12	2 " 20 days (from Apr. 10, '04).....	34 82
Manor and Moosomin.....	W. B. C. Green.....	53½	1	12 ".....	425 00
Manor and Railway Station.....	E. N. Maltby.....	80 yds.	6	12 ".....	74 26
Maple Creek and Graburn.....	W. R. Abbott.....	71	1	10 " (to Apr. 30, '04).....	252 50
Maple Creek and Railway Station.....	J. Dixon.....	1	14	12 ".....	151 44
Maraville and Nesbitt.....	J. B. Donaldson.....	9	1	12 ".....	100 00
Maragaret and Railway Station.....	J. Magwood.....	1	12	12 ".....	73 15
Mariapolis and Railway Station.....	C. Landry.....	1	12	12 ".....	201 63

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mariapolis and St. Alphonse.....	T. Chapdelain..	5	2	12 months.....	59 52
Marlborough and Moose Jaw.....	J. G. Beesley...	14	1	12 "	104 00
Marney and Strathclair Station...	W. D. Coghlin..	7	2	12 "	104 00
Marquette and Railway Station...	A. McPherson...	12	12	"	98 03
Marquette and St. Eustache.....	H. Beaudin.....	8	2	12 "	120 00
Marquette and Woodlands.....	J. S. Currie.....	9	2	12 "	146 00
Marshland and Woodside.....	E. Hanneson.....	10	1	2 " (from May 1, '04)	8 33
Mather and Railway Station.....	H. A. McKinnon..	17	12	12 "	138 16
Meadowville and Plympton.....	E. Hayward.....	4	2	12 "	70 68
Medicine Hat and Railway Station.	F. F. Fatt.....	26	12	"	410 30
Medicine Hat and Steerford.....	F. Kennedy.....	80	Mon.	12 "	200 00
Medora Station and Railway Stn..	J. C. Dandy.....	6	12	"	40 26
Medora and Saskatoon.....	T. Ralmberg.....	20	1	1 " (from June 1, '04)	13 00
Melbourne and Railway Station...	A. H. Graham...	1	2	12 "	52 50
Melfort and South Melfort.....	A. E. Grimm.....	8	1	8 " (from Nov. 1, '03)	56 25
Melita and Railway Station.....	R. Cruickshank..	12	12	12 "	75 00
Melita and Sourisford.....	A. Gould.....	10	2	1 " 13 days (to Aug. 13, '03)	15 49
Menofield and Yorkton.....	J. Feuske.....	30	1	12 "	125 00
Methven and Railway Station.....	E. Rogers.....	12	12	"	125 60
Methven and Wawanesa.....	S. Avison.....	4	3	12 "	102 94
Miami and Opawaka.....	P. Angers.....	7	1	12 "	85 00
Miami and Railway Station.....	F. A. Cullin.....	16	6	5 " (to Nov. 30, '03)	42 12
do do.....	R. Paterson.....	12	7	" from "	42 30
Miami and Roseisle.....	J. Wright.....	14	1	9 " 17 days (to Apr. 17, '04)	120 50
Midale and Catching Post.....	O. Wedin.....	50 yds.	14	11 " (from Aug. 1, '03)	22 90
Midnapore and Railway Station...	S. W. Shaw.....	1	4	12 "	207 78
Milestone and Railway Station...	C. O. Carlson...	75 yds.	14	12 "	164 36
Millbrook and Winnipeg.....	H. H. Parker.....	383	2	3 " (to Sept. 30, '03)	157 75
do do.....	H. W. Hemmings	383	2	9 " from "	473 25
Mill Creek and Willow Range.....	T. Irvine.....	51	1	12 "	52 00
Millet and Patience.....	A. L. Dickens...	18	1	8 " (from Nov. 1, '03)	86 66
Millet and Railway Station.....	W. F. Blades...	282 ft.	12	12 "	113 04
Millward and Morley.....	J. McDougall...	3	2	12 "	101 00
Millwood and Railway Station...	E. Walker.....	1	6	12 "	171 84
Mine Centre and Mine Centre Stn..	D. C. McKenzie..	6	3	3 " 5 days (to Oct. 5, '03)	123 35
do do.....	D. Sinclair.....	6	3	8 " 26 d. from "	344 65
Mine Centre Station and Ry. Stn..	W. M. Jones.....	100 ft.	6	12 "	78 00
Miniota and Railway Station.....	D. Rowan.....	200 yds.	6	12 "	150 25
Minitonas and Railway Station...	Peacock & Gibson	10	4	12 "	229 50
Minnedosa and Railway Station...	W. J. Armittage	10	20	12 "	262 00
Minnedosa and Scandinavia.....	E. Halpenny.....	203	1	12 "	104 00
Minnewakan and Rabbit Point...	C. C. Brault.....	4	2	12 "	61 12
Minnewakan and Scotch Bay.....	M. Doherty.....	161	1	12 "	104 00
Minnitaki and Catching Post...	A. Ritz.....	1	3	4 " 15 days (from Feb. 15, '04)	13 54
Minto and Railway Station.....	J. Brown.....	12	12	12 "	43 90
Mistawasis and Mont Nebo.....	R. H. Isbester...	11	1	12 "	74 00
Moffat and Wolseley.....	A. M. Dargavel..	21	2	12 "	208 00
Moline and Rapid City.....	D. Dick.....	8	1	12 "	63 00
Molson and Railway Station.....	J. E. Floyd.....	17	14	3 " (to Sept. 30, '03)	14 75
do do.....	E. A. Carter.....	17	14	9 " from "	43 93
Montmartre and Wolseley.....	O. Beaudin.....	21	1	12 "	115 48
Molstad and Skapse.....	L. Jackson.....	12	1	3 " (from Apr. 1, '04)	21 25
Moosejaw and Point Elma.....	C. E. Ridden.....	15	1	12 "	95 00
Moosejaw and Railway Station...	J. H. Grayson...	1	33	12 "	430 33
Moosejaw and Westview.....	E. J. Cudmore...	182	1	12 "	125 00
Moosejaw and Wood Mountain...	D. Howson.....	134	ftntly	12 "	550 00
Moosomin and Railway Station...	G. Sims.....	1	12	12 "	169 54



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Moosomin and Redpath.....	J. Sproul ..	47	1	12 months.....	430 65
Moosomin and Rocanville.....	do .....	27	1	5 " (from Feb. 1, '04)..	81 25
Moosomin and Rosetti.....	R. Irwin.....	19	1	12 " .....	125 00
Morden and Nelson.....	J. Duncan ..	10½	2	12 " .....	150 00
Morden and Railway Station.....	J. Wright ..	12	12	12 " .....	157 00
Morden and Wakeham.....	H. Bayliss ..	16	2	12 " .....	150 00
Morinville and St. Albert.....	T. Meunier..	43½	1	12 " .....	244 68
do do .....	J. Roy .....	12	1	10 " 14 days (from Aug. 18, '04)...	86 95
Morley and Railway Station.....	F. Kidd .....	100 yds.	14	12 " .....	180 00
Morningside and Railway Station.....	E. H. Mattinas..	72 yds.	3	12 " .....	54 19
Morris and Railway Station.....	J. Jarrett.....	½ & ¼	18 & 6	12 " .....	362 69
Mountain Mill and Pincher Creek..	A. Scobie.....	10	1	12 " .....	104 00
Mowbray and Railway Station.....	W. W. Mitchell.	160 yds.	4	3 " 16 days (from Mch. 15, '04)...	22 89
Mowbray and Windygates.....	do .....	7½	2	3 " from " .....	45 78
Murillo and Railway Station.....	A. McLean.....	12	12	12 " .....	179 14
Myrtle and Railway Station.....	A. McDonald... ½	12	6	12 " .....	116 12
Nanton and Railway Station.....	H. M. Shaw.....	72 yds.	12	12 " .....	120 00
Nanton and Willows .....	D. S. McIntosh	22	1	9 " 23 days (from Sept. 8, '03)...	246 19
Napinka and Railway Station.....	A. E. Slater ..	½	18	12 " .....	188 40
Neepawa and Railway Station.....	H. R. Rutledge.	12	12	12 " .....	359 28
Neepawa and Roskeen.....	J. Ewer.....	23	1	10 " (to Apr. 30, '04)..	124 58
Nesbit and Railway Station.....	J. Watson .....	½	12	12 " .....	157 00
Nettly Lake and Railway Station.....	J. R. Hume.....	2	2	3 " 11 days (from Mch. 20, '04)...	29 14
Newdale and Railway Station.....	A. R. Fanning ..	1½	6	12 " .....	141 61
New Findland and Whitewood.....	F. Kennedy.....	19½	1	12 " .....	177 00
Ninette and Railway Station.....	J. Overend.....	12	12	12 " .....	70 24
Ninga and Railway Station.....	G. Robinson.....	12	12	12 " .....	161 02
Niverville and Railway Station.....	C. M. New.....	6	9	9 " (to Mch. 31, '04)...	130 48
do do .....	A. P. Penner.....	12	3	3 " .....	50 00
Norman and Railway Station.....	J. H. Snider.....	25 yds.	12	12 " .....	271 72
Norris and Westwood.....	J. A. Dyer.....	5½	2	7 " (from Dec. 1, '03)..	16 66
Northern and Vermillion Valley.....	F. Schmulke.....	19	1	5 " (from Feb. 1, '04)..	43 34
North Portal and Railway Station.....	W. H. Dorsey ..	14	14	12 " .....	96 52
Norwood Grove and St. Boniface.....	E. Sutherland.....	6	11	11 " (to May 31, '04)...	56 84
Norwood Grove and Winnipeg.....	do .....	1½	6	1 " (from June 1, '04)...	5 16
Notre Dame de Lourdes & Rothwell	T. C. Forbes ..	8	2	12 " .....	120 00
Nutana and Saskatoon .....	A. Tucker .....	1	4	12 " .....	124 80
Oak Bank and Pine Ridge.....	A. Wedman .....	6	1	12 " .....	50 00
Oak Bluff and Railway Station.....	G. P. Wastle ..	2½	2	8 " 17 days (from Oct. 15, '03)...	40 72
Oakburn and Shoal Lake.....	J. A. Hamilton..	11½	2	12 " .....	179 50
Oak Lake and Railway Station.....	R. L. Hood.....	12	12	12 " .....	152 39
Oakland and Portage la Prairie ..	J. & E. Brown..	12	1	5 " 17 days (from Jan. 15, '04)...	48 00
Oak River and Railway Station.....	J. Little.....	10	12	12 " .....	230 00
Oak River and Totonka.....	J. H. Stewart, jr	10	1	12 " .....	70 00
Oak River and Wheatland.....	T. Cleaver.....	7	2	7 " (from Dec. 1, '03)..	72 91
Ochre River and Railway Station.....	J. E. Graham.....	13	12	12 " .....	109 40
O'Connor and Stanley.....	N. Sider.....	15	2	9 " (from Oct. 1, '03)...	168 75
Ogilvie Station and Railway Station	J. L. Stewart.....	6	6	12 " .....	52 00
Ohlen and Stockholm.....	N. Johanston.....	97	1	3 " (from Apr. 1, '04)...	20 00
Okotoks and Railway Station.....	J. Paterson.....	12	12	12 " .....	249 60
Olds and Railway Station.....	J. W. Silverthorn	12	12	12 " .....	144 07



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
 &c.—Continued.

Name of Route.	Name of Contractor.	Distance in	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Olds and Red Lodge .....	J. Phillips .....	16	1	12 months .....	130 00
Olive and Treherne .....	W. J. Parker .....	19	2	12 " ..	206 20
Osage and Weyburn .....	J. H. Dyer .....	31	1	7 " (from Dec. 1, '03)	0 58
Osler and Railway Station .....	J. S. Grant .....	12	12	" ..	109 90
Otterburn and Railway Station .....	J. Rougeau .....	6	6	12 " ..	147 25
Otterburn and St. Pierre .....	J. Cadotte .....	6	3	21 days (to July 21, '03.)	8 56
do do .....	do .....	6	3	7 months ..	134 16
Otthon and Yorkton .....	M. Litvanyi .....	17	1	12 " ..	80 00
Otto and Seamo .....	J. E. Westdal .....	8	1	12 " ..	40 00
Oxbow and Railway Station .....	T. Decker .....	12	12	" and arrears ..	156 80
Oxdrift and Railway Station .....	A. Beatty .....	6	6	12 " ..	83 50
Pakan and Whitford .....	C. Norn .....	16	1	4 " (to Oct. 31, '03).	41 66
Parkbeg and Railway Station .....	J. McFadyeon .....	150 yds.	7	12 " ..	25 07
Pasqua and Railway Station .....	J. Stlemmon .....	150 yds.	6	9 " and 11 days (to June 11, '04) ..	73 70
do do .....	do .....	150	7	19 " from " ..	4 75
Peguis and Selkirk .....	G. S. Dickinson .....	6½	2	" ..	98 48
Pendennis and Railway Station .....	P. Hays .....	2	1	4 days (to Mar. 31, '04).	22 33
do do .....	C. Fox .....	200 yds.	1 & 2	3 mos. from " ..	12 22
Penhold and Pine Lake .....	D. Logan .....	19	1	11 " (to May 31, '04).	128 34
do do .....	do .....	19	2	1 " from " ..	23 34
Penhold and Railway Station .....	G. Fleming .....	½	6	6 " (to Dec. 31, '03) & extra trips ..	83 50
do do .....	do .....	½	12	6 " from " ..	156 00
Penrith and Virden .....	P. Cameron .....	26½	1	5 " (to Nov. 30, '03).	67 54
Pense and Railway Station .....	S. G. Marling .....	12½	12	14 " ..	87 08
Pense and Stony Beach .....	do .....	17	1	12 " ..	145 00
Percival and Catching Post .....	D. McKenzie .....	55	6	12 " ..	72 61
Pettapiece and Railway Station .....	F. W. Giles .....	200 ft.	12	12 " ..	95 78
Pettapiece and Westwood .....	G. Brown .....	6	1	5 " (to Nov. 30, '03).	21 66
Pheasant Forks and Wolesey .....	A. Johnston .....	40	2	2 " (to Aug. 30, '03).	112 50
do do .....	H. M. Aldous .....	40	2	10 " from " ..	562 50
Pierson and Railway Station .....	G. A. Bremner .....	½	12	12 " ..	109 90
Pigeon Lake and Railway Station .....	A. Lajeunesse .....	9½	3	3 " (to Sept. 30, '03).	40 00
do do .....	F. Patenaude .....	9½	3	9 " from " ..	117 00
Pilot Butte and Railway Station .....	B. Holden .....	100 yds.	6 & 7	9 " (from Oct. 1, '03)	37 91
Pilot Mound and Railway Station .....	J. B. Baird .....	½	12	12 " ..	200 00
Pincher Creek and Railway Station .....	W. R. Dobbin .....	2½	12 & 14	12 " ..	501 81
Pincher Creek and Summerview .....	M. Mackenzie .....	10	1	3 " (from Apr. 1, '04)	23 75
Pincher Creek and Yarrow .....	T. F. Upton .....	24	1	12 " ..	200 00
Pine Valley and Railway Station .....	P. Palmason .....	7	2	8 " (to Feb. 28, '04).	62 10
Pine Valley and Vassar .....	do .....	7	2	4 " (from Meh. 1, '04)	31 20
Pinewood and Railway Station .....	C. I. O'Neill .....	½	6	3 " and 9 days (to Oct. 9, '03) ..	30 45
do do .....	do .....	½	12	8 " and 22 dys. (from Oct. 9, '03) ..	112 00
Pipestone and Railway Station .....	Stewart Bros. ....	½	6 & 12	12 " ..	144 75
Pipestone and Shilson .....	do .....	10	1	9 " (from Oct. 1, '03)	84 00
Plain View and Willow Brook .....	D. E. Strebell .....	12	2	3 " (from Apl. 1, '04)	33 75
Pleasant Home Tuelon .....	R. J. Martin .....	6	1	1 " and 14 days (to Aug. 14, '03) ..	10 17
Plumas and Railway Station .....	W. B. Lamb .....	1	6	12 " ..	78 25
Plum Coulee and Railway Station .....	J. Mactavish .....	12	12	12 " ..	125 64
Pomeroy and Roland .....	J. Sutton .....	5	1	12 " ..	55 00
Ponoka and Railway Station .....	F. E. Algar .....	1	12	12 " ..	159 96
Poplar Point and Railway Station .....	M. H. Ritchie .....	12	12	12 " ..	185 00
Poplar Point and St. Ambrose .....	R. Flamand .....	17½	1	12 " ..	78 00
Port Arthur and Railway Station (C.P.) .....	R. Milne .....	½	14	12 " ..	384 04

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Arthur and Railway Station (C.N.)	R. Milne.....	$\frac{1}{4}$	6 & 12	9 mos. (to March 31, '04)	103 10
Portage la Prairie and Railway Station (C.P.)	R. Ferguson....	$\frac{1}{2}$	44	12 "	443 82
Portage la Prairie and Railway Station (C.N.)	do	$\frac{1}{2}$	12	12 "	113 29
Portage la Prairie and Street Letter Boxes	E. Ridler.....	$\frac{4}{3}$	20	12 "	365 00
Prairie Grove and Railway Station	R. Dunlop.....	$\frac{4}{3}$	2	12 "	104 00
Prince Albert and Railway Station	H. Gibson.....	$\frac{1}{3}$	12	12 "	624 00
Prince Albert and Regina	E. J. F. Coster..	246	4	12 "	52 00
do do	T. J. Harrington	246	4	12 "	52 00
do do	G. E. Jones.....	246	4	6 " (to Dec. 31, '03)	26 00
do do	J. E. Macdonald	246	4	6 " from "	26 00
Prince Albert and Shell Brook	L. Belfry.....	30	1	12 "	200 00
Prince Albert and Star City	W. McDonald..	108	2	12 "	1,569 02
Princess and Waskada	W. H. Hotham..	6	2	12 "	104 00
Purves and Railway Station	A. Hyslop.....	200 ft.	4	12 "	25 00
Qu'Appelle and South Qu'Appelle	Creamer Bros...	18	6	12 "	440 00
Qu'Appelle and Wishart	W. A. Heubach.	71 $\frac{1}{2}$	1	12 "	560 00
Quill Plain and Trail near Inges	J. F. Lupon....	5	1	7 " (from Dec. 1, '03)	29 16
Rainy River and Railway Station	R. Reid.....	$\frac{1}{4}$	12	12 "	304 78
Rainy River and Rapid River	A. J. Hunter....	8	1	12 "	130 00
Ralphtown and Railway Station	A. W. Kent.....	194 yds.	4	6 " (to May 31, '04)	26 00
Ranchvale and Solsgirth	L. F. Herder....	23	2	3 " 1 day (to Oct. 1, '03)	78 85
do do	J. Richardson..	23	2	8 " 30 dys. (from Oct. 1, '03)	233 15
Rapid City and Railway Station	J. B. M. Dunoon	$\frac{1}{4}$	8	12 "	110 49
Rapid City and Rapid City Junction	do	3 $\frac{1}{2}$	12	10 " 29 d. (from Aug. 3, '03)	286 00
Rathwell and Railway Station	T. C. Forbes....	$\frac{1}{4}$	12	12 "	150 96
Rat Portage and Railway Station	L. Hilliard....	$\frac{1}{4}$	14	11 " 11 days (to June 11, '04)	227 47
do do	do	$\frac{1}{4}$	28	19 days (from June 11, '04)	25 05
Raymond and Railway Station	C. McCarty....	$\frac{1}{4}$	6	12 months	120 00
Reaburn and Railway Station	G. Main.....	$\frac{1}{4}$	12	12 "	157 00
Red Deer and Railway Station	A. H. Gaetz....	$\frac{1}{4}$	12	12 "	235 50
Red Jacket and Railway Station	R. Brown.....	$\frac{1}{4}$	3 & 6	1 " 16 days (to Aug. 16, '03)	9 34
do do	J. C. Buck.....	$\frac{1}{4}$	6 & 7	8 " 15 d. (from Aug. 16, '03)	70 47
Redvers and Railway Station	R. Ferguson....	100 yds.	6	1 " 26 days (to Aug. 26, '03)	8 21
do do	do	100 "	12	10 " 5 d. (from Aug. 26, '03)	89 65
Redvers and Rose Plain	R. Newby.....	16	12	1 " (from June 1, '04)	12 08
Redvers and St. Antoine	M. Bertrand....	10	1	12 "	104 00
Regina and Fairy Hill	G. Mollard....	61	1	12 "	395 00
Regina and Railway Station	W. Russell.....	12	38 & 40	12 "	852 00
Regina and Wascana	W. Howland....	12	1	4 " 26 days (to Nov. 26, '03)	41 70
do do	A. Mullen.....	12	1	7 " 4 d. (from Nov. 26, '03)	61 30



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Reston and Railway Station.....	W. H. McDougall	$\frac{1}{2}$	6	1 month 26 days (to Aug. 26, '03).....	7 85
do do .....	do	$\frac{1}{2}$	12	10 " 5 days (from Aug. 26, '03)....	84 93
Richer and Ste. Anne des Chênes..	J. Hupé.....	7	1	12 " .....	37 00
Ridgeland and Railway Station....	J. Dunfield....	2	2	12 " .....	66 57
Riding Mountain and Railway Stn.	A. H. Scouten....	$2\frac{1}{2}$	6	2 " (from May 1, '04)	26 00
Ritchot and St. Boniface .....	S. J. St. Germain	$\frac{1}{2}$	2	12 " .....	125 00
Rivière qui Barre and Sion .....	P. Langlois....	23	1	2 " (from May 1, '04)	25 00
Rokeby Station and Railway Stn.	A. H. Walker....	140 yds.	12	7 " (from Dec. 1, '03)	0 58
Roland and Railway Station.....	W. H. Lowe....	$\frac{1}{2}$	6 & 12	12 " .....	79 16
Rosebank and Railway Station....	A. H. Baker....	$\frac{1}{2}$	6 & 12	12 " .....	43 96
Roseisle and Railway Station.....	E. Griffith .....	$18\frac{1}{2}$	2	2 " 13 d. (from April 18, '03).....	10 57
Rosefeld and Railway Station.....	S. B. Acheson....	$\frac{1}{2}$	24	12 " .....	135 88
Rosenort and Railway Station.....	I. Harms.....	$4\frac{1}{2}$	2	12 " .....	90 00
Rosekeene and Railway Station....	A. Dunlop.....	$4\frac{1}{2}$	1	2 " (from May 1, '04)	8 66
Rosser and Railway Station.....	H. J. Beachell..	$2\frac{1}{2}$	12	12 " .....	70 32
Rosthern and Railway Station.....	W. Rempel.....	$2\frac{1}{2}$	12	12 " .....	310 16
Rosthern and St. Peter's Monastery	L. Lindberg....	87	1	6 " (from Jan. 1, '04)	468 00
Rosthern and Tiefengrund.....	J. J. Dyck.....	$15\frac{1}{2}$	1	12 " .....	65 00
Rosthern and Waldheim.....	D. Neufeld....	16	1	12 " .....	85 00
Rouleau and Railway Station.....	S. R. Johnston..	$\frac{1}{2}$	14	12 " .....	91 00
Rounthwaite and Railway Station..	J. Martin.....	$\frac{1}{2}$	6 & 12	12 " .....	109 96
Routledge and Railway Station....	L. Lambourne..	$\frac{1}{2}$	3	12 " .....	31 40
Royal and Railway Station.....	J. Bonin.....	$5\frac{1}{2}$	2	5 " (to Nov. 30, '03)	37 50
do do .....	O. Panas.....	$5\frac{1}{2}$	2	2 " from " .....	58 33
Rush Lake and Railway Station....	F. C. Dorway....	50 yds.	14	12 " .....	30 00
Russell and Railway Station.....	A. B. L. Phillips.	$\frac{1}{2}$	6	2 " 8 days (to Sept. 8, '03).....	28 92
do do .....	do	$\frac{1}{2}$	12	9 " 22 d. (from Sept. 8, '03).....	250 98
Russell and Shellmouth.....	R. L. Yeates....	$14\frac{1}{2}$	2	12 " .....	320 00
Russell and Snake Creek.....	A. Newton.....	$13\frac{1}{2}$	1	12 " .....	100 00
St. Adolphe and Railway Station..	U. Delorme....	2	2	12 " .....	65 00
St. Agathe and Railway Station....	P. Beaudoin....	1	12	12 " .....	125 84
Ste. Amelie and Ste. Rose du Lac..	J. A. Bastien....	12	1	3 " (from Apl. 1, '04)	13 00
Ste. Anne des Chênes and Railway Station .....	A. Bernier.....	1	6	12 " .....	125 60
St. Boniface and Railway Station..	J. T. Leveque....	$\frac{3}{4}$	6	12 " .....	78 00
St. Boniface and Winnipeg.....	C. E. Coutu.....	.....	.....	4 " 14 days (to Nov. 14, '03)....	145 18
do do .....	E. Grégoire....	1	18	7 " 16 d. (from Nov. 14, '03).....	244 82
St. Charles and Winnipeg.....	W. R. Sinclair..	8	3	12 " .....	156 00
St. Claude and Railway Station....	J. P. Bernier....	$1\frac{1}{2}$	12	12 " .....	94 20
St. Jean Baptiste and Railway Stn.	E. Conneault....	$\frac{1}{2}$	12	12 " .....	90 00
St. Leon and Somerset .....	P. Payette.....	7	2	12 " .....	98 00
St. Malo and Railway Station.....	J. Gladu.....	6	3	2 " 8 days (to Sept. 8, '03).....	29 67
do do .....	do	6 & $6\frac{1}{2}$	6	9 " 22 d. (from Sept. 8, '03).....	172 43
St. Norbert and Railway Station..	P. M. Morin....	$\frac{1}{2}$	12	12 " .....	60 38
St. Owens and Catching Post....	H. A. Gibson....	$\frac{1}{2}$	7	12 " .....	67 39
St. Pierre and Railway Station....	J. Cadorette....	3	6	5 " (to Nov. 30, '03)..	62 50
St. Peter's Monastery and Vossen..	J. Betlin.....	24	1	3 " (from Apl. 1, '04)	65 00
St. Vital and Winnipeg.....	J. Nisbet.....	$5\frac{1}{2}$	2	12 " .....	60 00
Saddle Lake and St. Paul de Métis.	J. Thérien.....	20	1 in 2 to 1 in 1	12 " .....	97 50



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Saltcoats and Railway Station.....	E. Bolton.....	$\frac{1}{2}$	6	2 mos. 8 days (to Sept. 8, '03).....	25 75
do do .....	do .....	$\frac{1}{8}$	12 9	" 22 d. (from Sept. 8, '03).....	219 35
Saltcoats and Stornoway.....	V. Dures. ....	19	1 12	" .....	127 00
Sandilands and Railway Station...	P. W. Reimer...	160 yds.	6 12	" .....	30 00
Sapton and Tyndall.....	A. J. Peterson...	$6\frac{1}{2}$	1 12	" .....	52 00
Saron and Catching Post.....	Mrs. G. Schunke	300 yds.	6 12	" .....	37 50
Saskatchewan Landing and Swift Current .....	L. A. Larocque.	30	1 12	" .....	250 00
Saskatoon and Railway Station...	A. Bowerman...	$\frac{1}{2}$	12 12	" .....	314 00
Savanne and Railway Station.....	J. A. MacDougall	$\frac{1}{4}$	12 9	" (to Mar. 31, '04).	118 00
do do .....	F. J. Beddome..	$\frac{1}{4}$	12 3	" from " ..	39 12
Seamo and Vestfold. ....	A. M. Freeman.	7	1 12	" .....	46 00
Selkirk and East Selkirk Railway Station.....	G. S. Dickenson	$2\frac{3}{4}$	12 12	" .....	200 00
Selkirk and Railway Station.....	Millidge Bros...	$1\frac{1}{4}$	6 3	" 20 d. (from Mar. 11, '04).....	24 07
Selkirk and Winnipeg.....	G. S. Dickenson.	$25\frac{3}{4}$	6 12	" .....	748 00
Seven Persons and Catching Post..	G. H. Lusk.....	110 yds.	4 9	" 10 days (to Apr. 10, '04) ..	15 55
do do .....	do .....	110 yds.	7 2	" 20 d. from " ..	10 29
Sewell and Railway Station .....	Mrs. E. M. Kellett.....	$\frac{1}{8}$	12 3	" 11 days (to Dec. 31, '03), broken period.....	17 92
do do .....	G. Hay.....	$\frac{1}{8}$	12 6	" (from Dec. 31, '03)	30 00
Sheho and Railway Station .....	J. T. Enright...	275 yds.	2 1	" (from June 1, '04)	2 17
Sheho and Tulloch.....	F. Tulloch .....	$15\frac{1}{2}$	1 4	" (from Mar. 1, '04)	58 33
Shellmouth and Turnbull.....	W. H. Allbright	20	1 12	" .....	80 00
Shenston and Stratton Station.....	J. Potter.....	$7\frac{3}{4}$	1 12	" .....	49 00
Shepard and Catching Post.....	S. A. Grimmond	100 yds.	2 2	" 22 days (to Sept. 22, '03) ..	5 70
Shipperlay and Starbuck .....	L. L'Esperance..	$\frac{7}{8}$	1 5	" (to Nov. 30, '03).	25 00
do do .....	A. L'Esperance..	$\frac{7}{8}$	1 7	" from " ..	40 83
Shoal Lake and Railway Station..	C. S. Castell....	$\frac{1}{8}$	6 2	" 8 days (to Sept. 8, '03) .....	16 36
do do .....	do .....	$\frac{1}{8}$	12 9	" 22 days from " ..	139 40
Sidney and Railway Station.....	T. Babb.....	$1\frac{1}{8}$	12 12	" .....	90 76
Sifton and Railway Station.....	J. Kennedy.....	$\frac{1}{4}$	4 1	" 25 days (to Aug. 25, '03) ..	3 04
do do .....	do .....	$\frac{1}{4}$	6 10	" 6 days from " ..	31 06
Silver Plains and Railway Station..	W. Elliot.....	$1\frac{1}{8}$	6 12	" .....	30 00
Sinclair and Sinclair Station.....	J. F. McLaren..	$\frac{7}{8}$	1 12	" .....	50 00
Sinclair Station and Ry. Station..	J. Milton.....	$\frac{1}{8}$	6 9	" 3 days (to Apr. 3, '04).	59 50
do do .....	do .....	$\frac{1}{4}$	12 2	" 27 days from " ..	37 83
Sintaluta and Railway Station.....	G. Barber .....	$\frac{1}{8}$	12 1	" (to July 31, '03).	8 49
do do .....	D. J. Dutton....	$\frac{1}{8}$	12 10	" 11 d. (from July 31, '03 to June 11, '04).....	151 04
do do .....	do .....	$\frac{1}{8}$	14 10	" 19 days from " ..	10 64
Slate River Valley and Railway Station.....	A. W. Trewin..	$3\frac{1}{2}$	2 6	" (from Nov. 1 '03 to Apr. 30, '04) ..	44 98
do do .....	do .....	$4\frac{1}{4}$	2 2	" (from May 1, '04)	21 84
Snow Flake and Railway Station..	E. Shilson .....	125 yds.	4	" .....	41 60
Snow Flake and Windygates.....	Mrs. E. Handford.....	16	2 3	" 9 days (to Oct. 9, '03). ....	39 79

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Snow Flake and Windygates.....	Mrs. E. Handford .....	18	2	5 mos. 5 d. (from Oct. 9, '03 to Mar. 14, '04).....	69 96
Soda Lake and Whitford.....	A. Whitford.....	12	1 in 2	8 " (from Nov. 1, '03)	34 77
Solsgrith and Railway Station.....	J. C. Anderson..	$\frac{1}{2}$	6	2 " 8 days (to Sept. 8, '03).....	11 45
do do .....	do .....	$\frac{1}{2}$	12	9 " 22 days from "	97 53
Somerset and Railway Station.....	R. W. McMorran	$\frac{1}{2}$	6 & 12	12 " 17 d. (from Aug. 14, '03, to Jan. 31, '04).....	53 47
Sourisford and Railway Station.....	A. G. Gould.....	6	2	5 " 17 d. (from Aug. 31, '04).....	69 56
Souris and Railway Station..	J. F. Moore .....	$\frac{1}{2}$	30	1 " 26 days (to Aug. 26, '03).....	64 92
do do .....	do .....	$\frac{1}{2}$	36	10 " 5 days from "	421 36
South Qu'Appelle and Ry. Station..	W. L. Wait .....	420 yds.	12	11 " 11 days (to June 11, '04).....	176 45
do do .....	do .....	420 yds.	28	19 d. (from June 11, '04)	22 56
Sperling and Railway Station.....	J. Smith.....	50 yds.	6 & 4	8 mos. 16 d. (from Oct. 15, '03).....	32 71
Sprague and Railway Station.....	J. W. Caldwell..		6	12 " 16 days (to June 16, '04).....	30 00
Spring Coulee and Railway Station	W. H. Brown..	$\frac{1}{2}$	3	11 " 16 days (to June 16, '04).....	37 75
Stanley and Railway Station.....	M. Neve.....	50 yds.	4	3 " (from Oct. 1, '03, to Dec. 31, '03)	10 25
do do .....	C. Neve .....	50 yds.	4	5 " (from Feb. 1, '04)	28 42
Starbuck and Railway Station.....	G. E. Dechêne..	$\frac{1}{2}$	12	12 " (from Feb. 1, '04)	109 90
Star City and Tisdale.....	B. Neal.....	16	1	5 " 8 days (to May 8, '04).....	83 33
Staveland and Railway Station .....	W. R. Brand..	216 ft.	6	10 " 23 days from "	7 28
do do .....	do .....	216 ft.	12	1 " (to Feb. 29, '04).....	140 40
Steinbach and Railway Station.....	G. F. Friesen..	$\frac{1}{2}$	3	8 " from "	105 00
do do .....	do .....	$\frac{1}{2}$	6	4 " 12 d. (from Apr. 18, '04).....	10 16
Stephenfield and Railway Station..	A. Stevenson..	50 yds.	4	2 " 12 d. (from Apr. 18, '04).....	120 00
Stirling and Railway Station.....	H. Brandley .....	$\frac{1}{2}$	6	12 " 12 d. (from Apr. 18, '04).....	100 48
Stockton Station and Ry. Station..	N. Fallis .....	$\frac{1}{2}$	12	12 " 12 d. (from Apr. 18, '04).....	124 80
Stonewall and Railway Station .....	J. Hall.....	$\frac{1}{2}$	12	12 " 12 d. (from Apr. 18, '04).....	70 00
Stonewall and Wavy Bank .....	C. Herbert .....	$\frac{1}{2}$	1	12 " 12 d. (from Apr. 18, '04).....	261 64
Stony Mountain and Ry. Station..	J. Gunn.....	$\frac{1}{2}$	12	12 " 12 d. (from Apr. 18, '04).....	15 07
Strathclair Station and Railway Station.....	J. Craig .....	$\frac{1}{2}$	6	2 " 8 days (to Sept. 8, '03).....	128 33
do do .....	do .....	$\frac{1}{2}$	12	9 " 22 days from "	17 50
Stratton Station and Ry. Station..	J. J. Oster.....	500 yds.	6	2 " 8 days (to Sept. 8, '03).....	122 00
do do .....	do .....	500 yds.	12	9 " 22 days from "	37 36
Summerberry and Railway Station.	W. Linnell.....	$\frac{1}{2}$	6	5 " 7 days (to Dec. 6, '03).....	85 44
do do .....	do .....	$\frac{1}{2}$	12	6 " 24 days from "	101 33
Summer and Whitewood.....	G. M. Reade.....	33	1	4 " (to Oct. 31, '04) ..	214 93
do do .....	do .....	35	1	8 " from "	95 68
Swan Lake and Railway Station.....	J. S. Rice .....	$\frac{1}{2}$	6 & 12	12 " (to July 31, '03).....	11 40
Swan River and Railway Station .....	H. Harley .....	$\frac{1}{2}$	4	1 " from "	172 20
do do .....	do .....	$\frac{1}{2}$	6	11 " from "	200 00
Swan River and Thunder Hill .....	R. Lyons .....	18	1	12 " 11 days (to June 11, '04).....	107 00
Swift Current and Railway Station	M. Vaudreuil..	$\frac{1}{2}$	14	11 " 19 d. (from June 11, '04)	11 77
do do .....	do .....		28	19 d. (from June 11, '04)	



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Tache Station and Railway Station	C. E. Kelly.....	$\frac{1}{2}$	12	12 months ..	25 00
Tenby and Railway Station .....	T. J. Hare.....	100 yds.	6	2 " (from May 1, '04)	4 16
Tetlock and Yorkton.....	J. B. Ball.....	35	1	10 " (to Apr. 30, '04).	203 33
Teulon and Pleasant Home .....	R. Martin.....	17	1	9 " (from Oct. 1, '03)	97 50
Teulon and Railway Station.....	G. B. Hughes.....	$1\frac{1}{2}$	12	12 " "	125 60
The Landing and Westbourne.....	C. Beckman.....	$2\frac{1}{2}$	6	12 " "	149 76
Theodore and Railway Station.....	A. C. Tracy.....	300 yds.	2	1 " (from June 1, '04)	2 16
Thornhill and Railway Station.....	W. Bradley.....	$\frac{1}{2}$	12	9 " (to Mar. 31, '04).	70 87
do do .....	J. Peverell.....	$\frac{1}{2}$	12	3 " from do ..	23 40
Tompkins and Catching Post .....	H. E. Whelham.....	30 yds.	14	1 " (from June 1, '04)	3 33
Treesbank and Railway Station.....	R. Little.....	$\frac{1}{2}$	12	12 " "	80 00
Treherne and Railway Station.....	P. Henselwood.....	$\frac{1}{2}$	12	12 " "	125 60
Turtle Mountain and Whitewater.....	J. C. Ross.....	6	3	12 " "	157 00
Tyndall and Railway Station.....	S. D. Morden.....	100 yds.	12	12 " "	50 24
Underhill and Railway Station.....	J. N. Johnson.....	80 yds.	6 & 12	12 " "	108 96
Underhill and West Hall.....	E. Weightman.....	6	2	12 " "	88 40
Union Point and Railway Station.....	J. Gratton.....	$\frac{3}{4}$	3	12 " "	59 66
Valley River and Railway Station..	R. Bailey.....	$\frac{1}{2}$	4	1 " 25 days (to Aug. 25, '03).	7 91
do do .....	do .....	$\frac{1}{2}$	6	10 " 6 days from "	66 14
Vassar and Railway Station.....	E. J. May.....	14 ft	4	4 " (from Mar. 1, '04)	3 33
Vermillion Bay and Railway Station	J. S. Killain.....	$1\frac{1}{2}$	7	12 " "	40 10
Viriden and Railway Station.....	M. B. Irwin.....	$\frac{1}{8}$	12	11 " 11 d. (to June 11, '04).	169 63
do do .....	do .....	$\frac{1}{8}$	14	19 d. (from June 11, '04).	10 84
Viriden and Woodnorth .....	W. Hill.....	11 $\frac{1}{2}$	1	12 months ..	70 00
Wabigoon and Railway Station.....	J. H. Creasor.....	$\frac{1}{2}$	14	12 " "	366 00
Walsh and Railway Station .....	M. E. Nesbitt.....	$2\frac{1}{2}$	6	9 " (to Mar. 31, '04).	69 75
do do .....	do .....	$\frac{1}{2}$	14	3 " from "	23 25
Wapella and Fairmede.....	E. C. Pierce.....	50	1	12 " 11 days (to June 11, '04).	234 00
Wapella and Railway Station.....	E. P. Benoit.....	$\frac{1}{8}$	12	11 " "	147 79
do do .....	do .....	$\frac{1}{8}$	14	19 " from "	9 42
Warwick and Whitford .....	W. Woods.....	28	1 in 2	5 " 4 d. (from Jan. 27, '04).	83 57
Wauchope and Railway Station....	M. Quennelle.....	250 ft.	6	1 " 26 days (to Aug. 26, '03).	6 04
do do .....	do .....	250 ft.	12	10 " 5 days from "	65 91
Waskada and Railway Station.....	W. H. Hotham.....	$\frac{3}{4}$	1	12 " "	78 00
Wawanesa and Railway Station....	W. S. Foster.....	$\frac{1}{2}$	6 & 12	12 " "	126 58
Weirhill and Willocks.....	S. J. Weir.....	10	1	2 " 8 dys. (to Sept. 8, '03) broken period	9 92
Wellwood and Railway Station....	G. R. Black.....	300 yds.	6	3 " 25 days (from Mar. 7, '04).	39 89
Welwyn and Welwyn Station.....	W. B. C. Green.....	3	2	5 " (from Nov. 1, '03 to Mar. 31, '04)	25 00
do do .....	do .....	$\frac{1}{2}$	12	3 " from "	15 00
Westbourne and Railway Station..	A. E. Smalley.....	$\frac{1}{2}$	12	12 " "	282 60
Westwood and Railway Station....	G. Brown.....	120 yds.	4	7 " (from Dec. 1, '04).	30 33
Wetaskiwin and Railway Station..	P. A. Miquelon.....	$1\frac{1}{2}$	12	12 " "	150 96
Weyburn and Railway Station.....	W. H. Hunt.....	$\frac{1}{2}$	7	28 days (to July 28, '03)	6 86
do do .....	do .....	$\frac{1}{2}$	14	11 mos. 3 dys. from "	277 72
Whitemouth and Railway Station..	J. Monilaws.....	$\frac{1}{2}$	12	12 " "	134 86
Whitewater and Railway Station..	W. Rolston.....	$\frac{1}{2}$	12	12 " "	103 62



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Whitewood and Railway Station...	J. Charlton.....	$\frac{1}{2}$	12	6 mos. (to Dec. 31, '03).	86 54
do do do	J. Gallagher.....	$\frac{1}{2}$	12	5 " 11 dys. (to June 11, '04)	76 54
do do do	do		14	19 dys. (from June 11, '04)	10 40
Wilcox and Catching Post.....	H. T. Scheibel.....	167 yds.	6	12 months	25 00
Willoughby and Railway Station...	M. McLeod.....	1	1	1 " (to July 31, '03)...	7 50
Willow Range and Railway Station	A. B. Manning..	35 yds.	3	3 " (to Sept. 30, '03)...	6 66
do do do	"	35 yds.	12	" from " "	78 00
Winkler and Railway Station.....	J. Friesen.....	$\frac{1}{2}$	12	12 " "	124 96
Winnipeg and Letter Carriers Depot A	M. Peebles.....	1	18	7 " 4 days (from Nov. 26, '03).....	98 64
Winnipeg and Letter Carriers Depot B	do	1	18	7 " 4 days (from Nov. 26, '03).....	98 64
Winnipeg Parcel Delivery at Christmas	do				100 00
Winnipeg and Railway Stations (C. P. & C. N.).....	T. Peacock.....	$\frac{1}{2}$ & $\frac{1}{4}$	with varying frequency.	12 " (less fine) .....	4,167 12
Winnipeg and Railway Station (C. P. Transfer).....	T. Peacock.....	$\frac{1}{2}$	12	12 " "	740 00
Winnipeg and Street Letter Boxes.	M. Peebles.....	34 $\frac{1}{2}$	21	12 " (less fine) .....	1,045 74
Winnipeg and Sub-Post Offices...	do		21	12 " "	623 00
Winnipeg Beach and Railway Station	G. Perring.....	125 yds.	6	3 " 20 days (from March 11, '04)...	9 60
Winnipegosis and Railway Station.	E. Hartman.....	$\frac{1}{2}$	4	12 " "	82 36
Woleseley and Railway Station.....	W. Robinson.....	$\frac{1}{2}$	12	11 " 11 days (to June 11, '04).....	227 47
do do do	do	$\frac{1}{2}$	14	19 days from " "	14 61
Wood Bay and Railway Station....	Mrs. M. Campbell.....	2 $\frac{1}{2}$	3	12 monthss.....	156 00
Woodbridge and Railway Station..	J. Pelletier.....	100 yds.	6	12 " "	40 26
Woodside and Railway Station....	J. Sharpe, sr....	1 $\frac{1}{2}$	1	12 " "	30 57
Yellow Grass and Railway Station	P. Wilken.....	$\frac{1}{2}$	7	28 days (to July 28, '03)...	9 72
do do do	do	$\frac{1}{2}$	14	11 mos. 3 dys. from " "	236 04
Yorkton and Railway Station....	J. B. Ball.....	$\frac{1}{2}$	6	2 " 8 days (to Sept. 8, '03).....	17 85
do do do	do	$\frac{1}{2}$	12	8 " 22 days (from " "	136 42
do do do	do	$\frac{1}{2}$	14	1 " (from June 1 to June 30, '04)...	18 25
Binscarth and Russell.....	J. L. Clark.....			Special service; snow blockade.....	5 00
do do do	Cranwell & Ferguson.....			" "	36 00
Bradwardine, Brandon and Griswold	J. S. Hays.....			" "	15 80
Bradwardine and Ralphton.....	A. W. Kent.....			" "	5 25
Carberry and Wellwood.....	J. Mack.....			" "	6 00
Carmen and Sperling.....	R. A. Smith.....			" "	13 75
Deloraine and Lyleton.....	J. Oddie.....			" "	18 00
do do do	Henry Bros.....			" "	18 00
do do do	J. H. Mowers.....			" "	38 50
Griswold and Oak River.....	J. Little.....			" "	20 00
La Riviere, Mowbray and Snowflake	M. M. Keating.....			" "	16 00
Raston and Verden.....	A. J. Campbell.....			" "	10 00
Royal and Winnipeg.....	O. Panas.....			" "	4 00
St. Adolphe and Winnipeg.....	W. Delorme.....			" "	2 65
Somerset and Swan Lake.....	J. E. Pepper.....			" "	4 00
Sperling and Winnipeg.....	J. R. Nelson.....			" "	37 00

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Stonewall and Winnipeg...	J. Hall.....			Special service ; washout	21 00
Carman and Roseisle.....	R. Squires.....			"	4 00
Carman and Sperling.....	R. A. Smith.....			"	8 25
Graytown and Hillsden... ..	R. Gray.....			"	9 60
Kawende and Oakville.....	D. A. Moore.....			"	9 00
Lumsden and Regina.....	J. Mairs.....			"	50 00
Lyleton and Waskada.....	Mowden Bros.....			"	90 00
do do .....	Henry Collins & Jones.....			"	157 00
O'Connor and Stanley.....	N. Sidney.....			"	25 00
	Total.....				136,383 81
	Less amount with drawn from Guarantee Fund...				3 33
					136,380 48

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## APPENDIX B—Continued.

## MONTREAL POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Montreal Postal Division, made within the Year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Pauline.....	J. P. Rocheleau.	3	3	12 months.....	68 00
Abbotsford and Railway Station...	P. St. Pierre....	$\frac{1}{2}$	12	12 "	72 00
Abenakis Springs and St. François du Lac Railway Station.....	B. Cartier.....	$2\frac{1}{2}$	12-18	12 "	252 98
Abercorn and East Pinnacle.....	G. H. Armstrong	$3\frac{1}{2}$	3	12 "	52 00
Abercorn and Railway Station.....	M. L. Jeune.....	$3\frac{1}{2}$	12	12 "	80 00
Actonvale and Railway Station.....	E. Heneault....	$4\frac{1}{2}$	18	12 "	75 00
Actonvale and St. Théodore.....	J. Bousquet....	4	7	12 "	134 16
Adamsville and Railway Station...	D. Larivée.....	$3\frac{3}{8}$	12	12 "	74 00
Ahuntsic and Pont Viau.....	A. Primeau.....	$4\frac{1}{2}$	12	12 "	48 00
Aird, Clarenceville and Miranda...	M. J. Burwort..	4	4	12 "	125 00
Allans Corners and Railway Station	P. Barr.....	1	12	12 "	80 00
Alva and Dutton.....	H. G. Bates....	$3\frac{1}{2}$	3	12 "	78 00
Anderson's Corners and Dewitville.	J. Boyd.....	4	3	12 "	100 00
Ange Gardien and Railway Station.	R. Beaudry....	$\frac{1}{8}$	12	12 "	38 00
Angeline and St. Alphonse de Granby	E. E. Forgues..	4	6	12 "	100 00
Arundel and Crystal Falls.....	S. Riddle.....	7	3	12 "	105 00
Arundel and Railway Station.....	W. Thomson....	$1\frac{1}{2}$	6	12 "	93 60
Arundel Station Charge of Mails at Night	V. Charbonneau			2 " (to Aug. 31, '03).	10 00
do do	E. L. Côté.....			10 " from "	50 00
Arundel and Rouge Valley.....	H. Beauchamp..			2 " (from May 1, '04)	12 50
Ascot Corner and Railway Station.	U. Hereux.....	$\frac{1}{2}$	12	12 "	45 00
Ascot Corner and Westbury.....	S. E. Lothrop..	4	3	12 "	48 00
Athelstan and Railway Station (N. Y. C.) .....	W. Saunders...	$1\frac{1}{8}$	6	12 "	40 00
Avoca and Pointe au Chêne.....	A. McPhee.....	7	3	12 "	75 00
Ayers Flat and Kingscroft.....	E. A. Strickford	6	3	9 " (to May 31, '04).	75 00
do do	Mrs. D. Trappier			3 " from "	25 00
Ayers Flat and Railway Station..	S. S. Worthen..	$\frac{1}{8}$	12	12 "	62 50
Baie d'Urfe and Railway Station...	A. Vallée.....	$3\frac{1}{4}$	12	Part of seasons, 1903-1904	20 00
Baldwins Mills and Corliss.....	W. K. Baldwin..	3	6	12 months.....	90 00
Bas de Ste. Rose and Ste. Rose...	F. Gascon.....	4	2	12 "	50 00
Bas du Sault and Sault au Recollet.	A. Delorme dit Lemay....	3	3	12 "	65 00
Beaconsfield Railway Station and Beaurepaire.....	J. Legault.....	1	12	Part of seasons 1903-1904.	50 00
Beaconsfield and Railway Station...	do.....	100 yds.	12	16 days (from June 15, '04)	1 09
Beauharnois and Melocheville.....	D. Brunet.....	3	6	12 months.....	140 00
Beauharnois and Railway Station...	do.....	$\frac{1}{2}$	24	12 "	125 00
Beauharnois and St. Étienne de Beauharnois.....	P. Tessier.....	5	6	12 "	179 00
Beauvoir and Ste. Marthe.....	J. E. Poirier....	$3\frac{1}{4}$	3	12 "	60 00
Beaver and Railway Station.....	J. R. McCuaig..	30 acres.	6	12 "	30 00
Bedford and Mystic.....	T. C. Reid.....	$2\frac{1}{2}$	6	12 "	135 00
Beebe Plains and Railway Station.	C. H. McClintock	$\frac{1}{8}$	12	12 "	75 00
Beith and Trout River Railway Station.....	M. Hamilton....	7	6	12 "	296 30
Belisles Mills and Railway Station.	I. Deschamps..	150 feet.	12	12 "	35 00



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Belises Mills and Valmorin.....	C. Ouellette.....	3½	2	11 mos. (to May 31, '04).	47 66
Bellerive and Valleyfield.....	E. A. Rapin.....	18 acres.	6	12 "	49 00
Beleil Station and Railway Station	A. D. Goulet.....	220 yds.	24	12 "	46 00
Beleil Village and St. Hilaire Stn.	F. Leduc.....	1	11	12 "	100 00
Beranger and Dunham.....	S. Cook.....	4	2	12 "	60 00
Berthier and Berthier Junction.....	F. X. Piché.....	2½	1	12 "	13 00
Berthier and Railway Station.....	do.....		24	12 "	125 60
Berthier and St. Ignace.....	P. Moreau.....	3½	6	12 "	90 00
Berthier and Sorel.....	S. Valois.....	5	12s, 7w	12 "	551 75
Berthier Junction and St. Elizabeth	C. Lavallée.....	8	6	12 "	148 00
Bethel and South Durham.....	J. Mallette.....	5	3	12 "	80 00
Bethany and Roxton Falls.....	W. Lancaster.....	5½	3	12 "	100 00
Birchton and Railway Station.....	R. Bridgette.....	10	12	12 "	75 00
Birchton and Sand Hill.....	R. E. Laberee.....	4	3	12 "	93 60
Bishops Crossing and Brookbury.....	J. H. Léonard.....	5½	6	12 "	185 00
Blue Bonnets and Railway Station.	Mrs. M. Doré.....	½	12	12 "	105 00
Bois de Filion and Rosemere.....	M. Chapleau.....	4	2	12 "	40 00
Bolton Forest and Eastman.....	C. H. Dingman.....	2	3	12 "	50 00
Bolton Glen and Knowlton.....	M. H. Hunt.....	4	3	12 "	67 14
Bon Conseil, Carnel and Railway Station.....	C. Boisvert.....	3¾	6	12 12 "	199 75
Bondrille and Foster.....	A. A. Martin.....	4	6s, 3w	12 "	125 00
Bord à Plouffe and Bord à Plouffe Ouest.....	O. Lavoie.....	2	6	2 " (from May 1, '04)	8 33
Bordeaux and Railway Station.....	G. Picard.....	150 yds.	18	12 "	40 00
Bordeaux and Sault au Recollet.....	D. Picard.....	2½	12	12 "	205 00
Botraux and Ormstown.....	O. Bergevin.....	4½	2	12 "	42 00
Boucherville and Railway Station.....	A. Bemeur.....	133 yds.	18	12 "	72 00
Bougie and Montreal.....	A. H. Frigon.....	5	6	9 " (to Mch. 31, '04).	37 50
Boulevard St. Paul and St. Paul.....	A. Daoust.....	¾	6	12 "	40 00
Boulogne and St. Eugène.....	L. Carpentier.....	4½	6	12 "	100 00
Bout de L'Isle and Charlemagne.....	O. B. Séguin.....	1½	12	12 "	200 00
Bout de L'Isle and Maisonneuve.....	Montreal Ter- minal Railway Co.....	11-6	12	12 "	500 00
Boynton and Fairfax.....	D. C. Waite.....	4½	3	12 "	74 00
Boynton and Railway Station.....	A. R. Hill.....	4	12	12 "	60 00
Bown and Robinson.....	H. G. Bown.....	4½	3	12 "	101 40
Brigham and Farnham Centre.....	R. Clark.....	2	6	12 "	95 00
Brigham and Railway Station.....	J. Harrison.....	1	12	12 "	48 00
Britannia Mills and Railway Station	Mrs. H. Guilbert.....	60 yds.	12	12 "	25 00
Britonville and Hazel Land.....	J. Pollock.....	2½	2	12 "	20 00
Britonville and Morin Flats.....	do.....	3½	3	12 "	48 00
Brome and Railway Station.....	O. Lachambre.....	1	6-12	12 "	109 90
Brome and Sutton Junction.....	do.....			Special trip.....	1 00
Brome and Turkey Hill.....	G. Pettes.....	5	2	12 months.....	50 00
Prome Centre and West Brome.....	E. Devlin.....	5	6	12 "	175 00
Brompton and Brompton Falls.....	H. Addison.....	4	3	3 " (to Sept. 30, '03).	20 00
Brompton and Bromptonville.....	do.....	4	3	9 " from " )	60 00
Bromptonville and Côte St. Joseph.	N. Boisvert.....	5	2	12 "	80 00
Brousseau Station and Railway Stn.	G. Dumontet.....	10 acres.	12	12 "	45 00
Brownsburg and Mount Maple.....	J. Mason.....	3½	2	12 "	52 00
Bulwer and Railway Station.....	H. E. Duke.....	30 yds.	12	12 "	36 00
Burrills Siding and Railway Station	C. Burrill.....	200 yds.	12	12 "	10 00
Cabane Ronde and Railway Station	E. Dubé.....		6	11 " (from Aug. 1, '03)	45 83
Cairnside and Bryson Railway Station.....	W. J. Cairns.....	2½	6	12 "	95 00
Calumet and Railway Station.....	S. J. Hamby.....	100 yds.	24	12 "	60 00
Canterbury and Scotstown.....	J. F. Groom.....	5	2	12 "	80 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Capelton and Eustis. ....	M. Barrett. ....	1½ & 2¼	12	12 months. ....	146 33
Capelton and Railway Station. ....	E. Galvin. ....	550 yds.	24	12 " . . . . .	80 00
Cap St. Martin and Village Belanger. ....	M. Despres. ....	1	12	3 " (from Apl. 1, '04)	6 25
Carillon and Lachute. ....	M. Campeau. ....	10½	6	12 " . . . . .	300 00
Carillon and Monalea. ....	J. Fitzgerald. ....	2	2	12 " . . . . .	36 00
Carillon and Pointe Fortune. ....	J. Larocque. ....	1	6	12 " . . . . .	47 10
Carillon, Pointe Fortune and Railway Station. ....	do. ....	1	11-6	12 " . . . . .	120 00
Carillon and St. Andrews. ....	M. Campeau. ....	2	5	12 " . . . . .	75 00
Carlin's Corners and Pine Hill. ....	T. Carlin. ....	3	1	7 " (from Dec. 1, '03)	22 75
Cartier and Emard. ....	C. Daoust. ....	2	2	12 " . . . . .	25 00
Cartier and Valleyfield. ....	do. ....	5	2	12 " . . . . .	52 00
Cascades Point and Vaudreuil Railway Station. ....	J. C. DeMontigny. ....	5½	6	12 " and extra service	203 34
Caughnawaga and Adirondack Junction. ....	N. A. Giasson. ....	1½	6	12 " . . . . .	70 00
Caxton and St. Barnabé. ....	E. Lafronson. ....	5½	2	12 " . . . . .	75 00
Cazaville and May Bank. ....	J. McGibbon. ....	2¼	6	12 " . . . . .	60 00
Cazaville and White's Station. ....	J. Bonneville. ....	4½	6	12 " . . . . .	124 96
Cedars and Railway Station. ....	J. O. Cuillurier. ....	3	12	12 " . . . . .	176 62
Chambly Basin and Railway Station. ....	A. Barrette. ....	¼	18	12 " . . . . .	70 00
Chambly Canton and Railway Station. ....	P. Ulric. ....	¼	18	12 " . . . . .	120 00
Chantelle and St. Theodore. ....	J. Gregoire. ....	3	3	6 " (to Dec. 31, '03).	20 00
Chantelle and St. Theodore, Rawdon. ....	E. Ronan. ....	17	6-3	6 " from " . . . . .	199 50
Chapleau Station and Railway Stn. ....	J. Johnson. ....	5	6	5 " (to Nov. 30, '03).	5 00
Charlemagne and L'Assomption. ....	J. Belhumeur. ....	9	6	12 " . . . . .	250 00
Charrington and East Clifton. ....	H. E. Cains. ....	4½	2	12 " . . . . .	48 60
Chartierville and La Patrie. ....	M. Labbé. ....	9	6	5 " (to Nov. 30, '03).	78 33
do do. ....	E. Ferland. ....	9	6	7 " from " . . . . .	105 00
Chathoro and St. Philippe. ....	J. Donaldson. ....	2½	3	12 " . . . . .	46 00
Chateauguay and Railway Station. ....	A. Desparois. ....	1½	12	12 " . . . . .	120 00
Chatillon and St. Zéphirin. ....	H. Castonguay. ....	5½	3	12 " . . . . .	84 00
Cherry River and Magog. ....	R. A. Buzzle. ....	4	3	12 " . . . . .	50 00
Christieville and Railway Station. ....	E. Christie. ....	½	6	12 " . . . . .	30 00
Clairevaux de Bagot and Railway Station. ....	U. Durocher. ....	50 acres.	12	12 " . . . . .	31 00
Clarenceville and Railway Station. ....	M. J. Burwort. ....	½	12	12 " . . . . .	75 00
Clarenceville and Wolfe Ridge. ....	do. ....	4½	3	12 " . . . . .	75 00
Coaticook and Gosselin's Mills. ....	I. Gosselin. ....	12	6	12 " . . . . .	315 00
Coaticook and Ladd's Mills. ....	Mrs. M. J. Ladd. ....	28	3	12 " . . . . .	50 00
Coaticook and North Coaticook. ....	J. Mead. ....	1½	12	12 " . . . . .	85 00
Coaticook and Rivard's Corners. ....	J. B. Lizotte. ....	11	6	12 " . . . . .	325 00
Coaticook and Railway Station. ....	J. Gahan. ....	¼	12	12 " . . . . .	48 00
Coaticook and Rock Island. ....	H. A. Channell. ....	20	6	12 " . . . . .	450 00
Coffey's Corners and Maplemore. ....	M. W. Leahy. ....	1½	6	12 " . . . . .	45 00
Como and Oka. ....	A. Ouellet. ....	1	6	Part of seasons 1903-'04.	100 00
Como and Railway Station. ....	M. Chipman. ....	1	12	12 months . . . . .	60 00
Compton and Martinville. ....	E. A. Green. ....	6	6	11 " (to May 31, '04).	165 00
do do. ....	C. M. Little. ....	6	6	1 " from " . . . . .	15 00
Compton and Railway Station. ....	R. L. Craig. ....	1½	6	12 " . . . . .	30 00
Contrecoeur and Railway Station. ....	U. St. Jean. ....	7 acres.	18	12 " . . . . .	120 00
Contrecoeur and St. Denis. ....	N. Belanger. ....	8½	12	12 " . . . . .	313 48
Cookshire and Flanders. ....	A. J. Harvey. ....	4½	3	12 " . . . . .	65 00
Cookshire and Island Brook. ....	A. Miller. ....	10	6	12 " . . . . .	174 00
Cookshire and Railway Station. ....	S. J. Osgood. ....	¼	30	12 " . . . . .	100 00
Corbin and Cowans. ....	J. Bouchard. ....	2	2	12 " . . . . .	30 00
Corbin and Frontier. ....	J. C. Gordon. ....	2	6	12 " . . . . .	7 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cornwall and St. Regis.....	L. Thomas.....	6	2	12 months.....	75 00
Coteau du Lac, Railway Station and Coteau Landing.....	E. Pharand.....	3 $\frac{3}{4}$	12-6	9 " (to Mar. 31, '04).	67 50
do do.....	A. Dumesnil.....	3 $\frac{3}{4}$	12-6	3 " from " ..	46 50
Coteau Landing and Railway Stations (G.T. & C.A.).....	E. Gauthier.....	2	25	12 " ..	195 00
Côte des Neiges and Montreal.....	R. Blain.....	4	6	7 " (to Jan. 31, '04)..	107 91
do do.....	D. Belanger.....	4	6	2 " (to Mch. 31, '04).	30 84
do do.....	L. Lamoureux.....	4	6	3 " from " ..	46 25
Côte des Neiges West and St. Laurent.....	R. Blain.....	2	6	7 " (to Jan. 31, '04)..	61 25
do do.....	D. Belanger.....	2	6	2 " (to Mch. 31, '04).	17 50
do do.....	L. Lamoureux.....	2	6	3 " from " ..	26 25
Côte des Perron and Ste. Rose.....	J. A. Young.....	4	3	2 " 13 days from Apr. 18, '04.....	5 08
Côte Rouge and Côte St. Vincent..	M. St. Jacques.....	5 $\frac{1}{2}$	6	12 " ..	175 00
Côte St. Emanuel and Pont Chateau	O. Besner.....	2	3	12 " ..	35 00
Côte St. Louis and Villeray.....	J. Major.....	3	6	12 " ..	110 00
Côte Ste. Therese and Railway Stn.	N. Lanctot.....	2 acres.	12	12 " ..	40 00
Covey Hill and Vicars.....	W. Orr.....	2	6	12 " ..	62 60
Cowansville and Railway Station..	R. Curley.....	1 $\frac{1}{4}$	24	12 " ..	144 00
Cowansville and Sweetsburg.....	J. Powers.....	1 $\frac{1}{2}$	6	16 days (to Sept. 30, '03).	3 26
do do.....	C. S. Boright.....	1 $\frac{1}{2}$	6	9 mos. (from Oct. 1, '03).	56 25
Crossburg and Robinson.....	W. J. Ross.....	3	2	12 " ..	40 00
Dalesville and Lachute.....	C. Vary.....	6	6	12 " ..	168 00
Dalesville and Louisa.....	Mrs. M. E. Watchorn.....	5	2	12 " ..	52 00
Dalesville and St. Michel de Wendover.....	N. Carrière.....	11	2	12 " ..	80 00
Dalhousie Station and Railway Stn.	Mrs. I. Brodie.....	120 yds.	12	12 " ..	35 00
Dalling and Racine.....	P. M. Carlin.....	6	3	12 " ..	140 00
Danby and Ste. Christine.....	J. C. Fagnan.....	4 $\frac{1}{2}$	6	12 " ..	120 00
Danville and St. George de Wendover.....	J. Jutras.....	11 $\frac{1}{2}$	6	12 " ..	270 00
DeLorimier and Montreal.....	M. A. Campeau.....	4	12	12 " ..	723 00
Dell and Scotstown.....	M. J. McDonald.....	5 $\frac{1}{2}$	2	12 " ..	80 00
Derby Line, Rock Island and Railway Station.....	H. A. Channell.....		24	12 " ..	75 00
Dewittville and Railway Station..	J. Holiday.....	3 $\frac{1}{4}$	12	12 " ..	100 00
Dixie Railway Station and Sumnerlea.....	S. Constantineau.....	3 $\frac{1}{4}$	12	12 " ..	75 00
Dixville and Railway Station.....	B. R. Baldwin.....	3 $\frac{1}{4}$	12	12 " ..	60 00
Dorval and Railway Station.....	M. Descary.....	1 $\frac{1}{4}$	12	12 " ..	116 66
Douglasburg and Napierville.....	N. Paré.....	2	3	12 " ..	40 00
Drummonville and Melbourne.....	M. Demanche.....	24	6	12 " ..	448 00
Drummondville and Railway Stn. (C.P.).....	J. F. Picotin.....	1 $\frac{3}{8}$	12	12 " ..	50 00
do do (I.C.).....	do.....	1 $\frac{3}{8}$	24	11 " 22 days (to June 22, '04).....	110 55
do do (I.C.).....	do.....	1 $\frac{3}{8}$	30	8 days from " ..	3 10
Drummondville and St. Bonaventure	P. H. Blanchette.....	12	6	12 months ..	325 00
Duncan Station and Railway Stn.	P. Paul.....	2 ac.	6	12 " ..	20 00
Dundee and Railway Station.....	J. Tyo.....	3 $\frac{1}{2}$	12	12 " ..	100 00
Dundee Centre and St. Agnes Railway Station.....	T. Rowley.....	2	6	11 " 14 days (to June 14, '04).....	62 14
do do.....	do.....	4 $\frac{1}{2}$	6	16 days from " ..	5 71
Dunham, Stanbridge Station and Upper Bedford.....	H. J. Minckler.....	16 $\frac{1}{4}$	6-6	12 months.....	444 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Dunham and Sweetsburg .....	C. S. Boright...	7½	6	12 months.....	300 00
Dunkin and Mansonville.....	R. G. Crowell...	3	6	12 " .....	75 00
Eastman and O.M. Railway Station	A. E. Blunt ....	300 yds.	12	12 " .....	40 00
Eastman and St. Etienne de Bolton	P. Descelles ....	5	6	12 " .....	150 00
East Angus and Linda .....	D. B. Hall.....	1½	3	12 " .....	50 00
East Angus and Railway Station..	J. Planche.....	350 yds.	12	12 " .....	40 00
East Bolton, Bolton Centre and Channell.....	D. J. Randall...	8¾	6-3	6 " (to Dec. 31, '03)..	125 00
do do .....	R. Gilman.....	8¾	6-3	6 " from " .....	150 00
East Clifton and Railway Station ..	H. E. Cairns....	2½	6	12 " .....	112 00
East Dunham and Sweetsburg Railway Station .....	T. Bryce .....	6¾	6	12 " .....	247 00
East Farnham and Railway Station	W. E. Hall.....	1	12	12 " .....	140 00
East Hereford and Railway Station	J. A. Laverdiere	1	12	12 " .....	55 00
Eaton and Railway Station.....	H. H. Winslow..	1	12	12 " .....	74 00
Echo Vale, Railway Station and Propolis.....	J. E. Bouffard..	8	6	8 " 14 days (to March 14, '04) .....	197 95
do do .....	L. Levesque ....	8	6	3 " 17 days from " ..	86 05
Echo Vale and Railway Station ..	J. P. Jones.....	33 yds.	12	12 " .....	25 00
Egypt and St. Ephrem d'Upton....	C. D. Chaput....	8½	6	9 " (to March 31, '04)	183 75
do do .....	J. N. Fontaine..	8½	6	3 " from " .....	60 00
Emileville and St. Pie.....	C. Masse .....	1	6	12 " .....	52 00
Fairmount Avenue and St. Jean de la Croix.....	O. Lafleche....	¾	6	12 " .....	40 00
Farnsboro and West Shefford ..	J. Enright.....	2½	3	12 " .....	52 00
Farnsboro and Railway Station ..	G. Kennedy .....	250 ft.	12	12 " .....	60 00
Farnham and Magenta.....	P. Desourdy....	5	2	12 " .....	52 00
Farnham and Railway Station.....	P. Landry .....	200 yds.	42	12 " .....	158 32
Farnham and St. Sabine.....	J. Barrière....	6	6	12 " .....	120 00
Farnham and Stanbury .....	C. G. Kennedy ..	8	2	12 " .....	72 00
Fontenay and Melbourne.....	S. Fraser.....	6	2	12 " .....	48 00
Foster and Railway Station.....	E. C. Inglis....	¾	24	12 " .....	40 00
Franklin Centre and Hemmingford	C. McGinnis....	16	6	12 " .....	360 00
Franklin Centre and Huntingdon..	J. Watherston..	20½	6	12 " .....	425 00
Franklin Centre and Starnesboro..	S. Huet.....	2	6	12 " .....	70 00
Frelighsburg and North Pinnacle..	G. C. Chatburn..	6¾	3	3 " (to Sept. 30, '03).	22 39
do do .....	do .....	6¾	6	9 " from " .....	134 25
Frelighsburg and St. Arnaud Stn	O. E. Grassette..	16	6	12 " .....	301 16
Frelighsburg and Railway Station.	G. C. Chatburn..	¾	12	12 " .....	56 00
Frost Village and Waterloo.....	A. McKinney....	2½	6	12 " .....	96 00
Fulford and Laroche.....	R. Armstrong....	3	3	12 " .....	59 00
Fulford and Railway Station .....	H. Booth.....	¾	12	12 " .....	60 00
Galson and Gould.....	M. Morrison....	5½	2	12 " .....	42 00
Gasparine and Holton.....	F. Delage .....	3½	2	12 " .....	34 00
Genoa and St. Hermas.....	J. Gordon.....	3½	3	12 " .....	75 00
Georgeville and Magog.....	J. M. Hand.....	10	6	12 " .....	198 00
Georgeville and Magoon's Point...	G. A. Boynton..	5¾	2	12 " .....	52 00
Georgeville and Smith's Falls ..	O. Hutchins....	12	6	12 " .....	350 00
Georgeville and Steamboat Wharf.	D. A. Bullock..	100 yds.	12	Season 1903 .....	15 00
Geraldine and Stockwell.....	C. F. M. Newma n	¾	2	1 month (to July 31, '03)	2 66
do do .....	J. B. McDowell..	¾	2	11 months from " ..	29 34
Girard and Railway Station.....	D. Signori.....	70 yds.	12	12 " .....	24 00
Glen Sutton and Railway Station..	S. Courser.....	¾	12	12 " .....	100 00
Glen Iver and Sherbrooke.....	J. McIver.....	7½	6	12 " .....	175 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Gore and Railway Station.....	F. W. Burrill...	1	12	12 months.....	40 00
Gould and North Hill.....	N. McDonald.....	4 $\frac{1}{2}$	2	12 "	52 33
Gould and Red Mountain.....	A. G. McKay.....	5	2	12 "	60 00
Gould and Scotstown.....	A. W. Morrison.....	7 $\frac{1}{2}$	6	12 "	265 00
Gould Station and Railway Station	M. Morrison.....	4 $\frac{1}{2}$	12	12 "	60 00
Graham and Railway Station.....	W. Graham.....	12 ac.	12	12 "	60 00
Grandboro and Granby.....	D. E. Williams.....	12 $\frac{1}{2}$	3	9 " (to March 31, '04)	75 00
do do.....	G. W. Williams.....	12 $\frac{1}{2}$	3	3 " from "	25 00
Granby and Railway Station.....	C. H. Murray.....	18	12	12 "	136 00
Granby and St. Cecile de Milton...	W. T. Norris.....	9 $\frac{3}{4}$	6	12 "	200 00
Granby and Shefford Mountain...	G. W. Williams.....	6 $\frac{1}{2}$	3	12 "	115 00
Grand Chicot and St. Eustache.....	I. Giroux.....	4	2	12 "	60 00
Grand Ligne and St. Blaise.....	J. Perrow.....	1	12	12 "	90 00
Grenville and Harrington East.....	F. W. Wade.....	22	3	12 "	295 00
Grenville and Railway Stn. (C.P.)	L. Champagne.....	2	18	12 "	50 00
Hallerton and Hemmingford.....	T. Kenny.....	4 $\frac{1}{2}$	3	12 "	75 00
Halls Stream and Hereford.....	W. J. Ellis.....	5	2	12 "	104 56
Halls Stream and Railway Station.	C. O. Hibbard.....	30 rods.	12	12 "	32 00
Hardwood Flat and Robinson.....	W. R. Todd.....	3 $\frac{1}{2}$	2	12 "	48 48
Harrington and Rivington.....	D. McIntosh.....	5	3	12 "	78 00
Hatley and Railway Station.....	W. J. Niblock.....	3 $\frac{1}{2}$	6	12 "	130 00
Helena and White's Station.....	H. J. Donnelly.....	4	6	12 "	144 00
Hemmingford and Roxham.....	J. P. Simpson.....	6	2	12 "	45 00
Hemmingford and Railway Station	G. M. Martin.....	4 $\frac{1}{2}$	6	12 "	47 10
Henrysburg and Lacolle.....	M. Gareau.....	8 $\frac{1}{2}$	3	12 "	100 00
Henryville and Railway Station...	A. Lemieux.....	4	12	12 "	48 00
Holton and Ste. Clothilde.....	F. Dextras.....	2	6	12 "	90 00
Honoreville and St. Césaire.....	H. Neveu.....	3	3	12 "	75 00
Howard Valley and Morin Flats...	O. Wood.....	4	2	12 "	50 00
Howick, Railway Station and St. Chrysostome.....	J. A. R. Beaudin.....	9	6	12 "	249 00
Huberdean and Railway Station...	J. Labonté.....	4 ac.	3 & 6	12 " (to Sept. 30, '03).	7 50
do do.....	J. Plouffe.....	4 ac.	6	9 " from "	52 50
Hudson and Railway Station.....	A. Vipond.....	1	12	12 "	40 00
Hudson Heights, Hudson and Railway Station.....	A. W. Mullan.....			12 "	50 00
Hunterstown and Louiseville.....	A. Paillé.....	17	6	12 "	230 00
Huntingdon and Ry. Station (G.T.)	J. C. McMillan.....	1	18	12 "	125 00
Huntingdon and St. Anicet.....	S. Dupuis.....	13	6	12 "	300 00
Huntingdon and Railway Station (N. Y. C.).....	Pringle Stark & Co.....	1	6	12 "	60 00
Iberville and Railway Stations (C. V. & C. P.).....	H. Mailhot.....	1	36	12 "	150 00
Iron Hill and West Shefford.....	W. Moffat.....	6 $\frac{1}{2}$	6	12 "	160 00
Island Brook and New Mexico.....	W. Morrow.....	4 $\frac{1}{2}$	3	12 "	60 00
Isle aux Noix and St. Valentin.....	W. Hetier.....	3	12	12 "	102 00
Isle Bizard and Railway Station...	A. Legault.....	3 $\frac{1}{2}$	12	3 " (to Sept. 30, '03).	43 75
do do.....	B. Brunet.....	3 $\frac{1}{2}$	12	9 " from "	131 25
Isle Perrot and Ste. Anne de Bellevue.....	J. Monpetit.....	5 $\frac{1}{2}$	6	12 "	185 00
Johnville and Railway Station.....	A. Lindsay.....	1	12	12 "	48 00
Joliette and Railway Stations.....	J. Desormiers.....	2		12 "	242 40
Joliette and St. Liguori.....	A. Chamberland.....	9	6	2 " (to Aug. 31, '03).	35 83
Joliette and Ste. Melaine.....	G. Perreault.....	14	6	12 "	300 00
Joliette and St. Paul d'Industrie...	A. Perreault.....	4	6	12 "	60 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Katervale and North Hatley ....	C. G. Tremblay.	4½	4	11 mos. 5 d. (to June 5, '04)	99 31
do do .....	do .....	6	6	25 days from " ..	13 04
Keith and Robinson. ....	A. McLennan ..	8½	3	12 months .....	130 00
Kildare and St. Beatrix .....	A. Dalpond. ....	17½	6	12 " .....	884 64
Killowen and St. Hermas .....	G. Giroux .....	3½	2	12 " .....	50 00
Kingsbury and Melbourne Ridge..	E. Migneault. ....	5½	3	12 " .....	150 00
Knowlton and Railway Station ..	A. E. Kimball. ....	1	18	12 " .....	94 20
Knowlton, Sutton Junction and Foster Junction .....	G. W. Hall. ....	7	6	12 " .....	250 40
Knowlton and West Bolton .....	C. W. Beals. ....	3	3	12 " .....	60 00
Knowlton Land'g and South Bolton	L. G. Green. ....	5	6	8 " (to Feb. 29, '04).	104 66
do do .....	O. E. Bracy. ....	5	6	4 " from " ..	55 00
Knowlton Landing and Steamboat Wharf. ....	L. P. Knowlton. ....	300 yds.	12	Part of season 1903. ....	15 00
La Baie and Nicolet .....	D. Martel. ....	9	6	6 mos. 6 d. (to Jan. 6, '04)	66 62
do do .....	J. Elie and C. C. Lemire. ....	9	6	5 " 25 dys. from " ..	62 38
La Baie and Pierreville. ....	D. Martel. ....	9	6	6 " 6 d. (to Jan. 6, '04)	110 19
do do .....	J. Elie and C. C. Lemire. ....	9	6	5 " 25 dys. from " ..	103 17
LaBaie, Shawenegan and Railway Station .....	M. Dessureault. ....	1½	12	12 " .....	150 00
Laberge and Primeauville. ....	J. B. Primeau. ....	2½	3	12 " .....	50 00
L'Acadie and Railway Station. ....	F. Bourgeois. ....	15 ac.	12	12 " .....	90 00
Lac Bellemare and Shawenegan. ....	J. Dufresne. ....	9	3	12 " .....	127 48
Lac Charlebois and Lac Masson. ....	P. Gauthier. ....	5	6	Part of seasons 1903-1904.	60 00
Lachenaie and Terrebonne. ....	O. Brière. ....	4½	6	12 months .....	120 00
Lachine and Dominion Ry. Station.	J. B. Richer. ....	1½	12	12 " .....	75 00
Lachine Locks and Railway Station	do .....	3	12	12 " .....	75 00
Lachine Rapids and Railway Station	D. Dunberry. ....	2	6	12 " .....	100 00
Lachine Station Letter Box and G. T. Railway Station. ....	S. Young. ....		12	12 " .....	30 00
Lachute and Lachute Mills. ....	J. Quesnell. ....	1	18	12 " .....	130 00
Lachute and Lakefield .....	F. Rogers. ....	9	3	12 " .....	111 00
Lachute and Railway Station. ....	H. M. Gall. ....	0, 15	24	12 " .....	72 00
Lachute and Shrewsbury .....	G. B. Robinson. ....	14½	3	12 " .....	139 48
Lac Manitou and Railway Station.	Mrs. E. M. L. J. d'Ivry. ....	20 ac.	6	12 " .....	50 00
Lac Masson and St. Emile de Montcalm .....	A. Daoust. ....	5-10	3	12 " .....	120 00
Lac Masson and Railway Station. ....	W. Lacasse. ....	4½	3w, 6s	12 " .....	80 00
Lac Mercier and Railway Station. ....	J. Dufour. ....	50 yds.	6	12 " .....	30 00
Lac Nantel and Railway Station. ....	D. Whelan. ....	100 yds.	12	12 " .....	24 00
Lacolle and Odelltown .....	J. Guay. ....	3	3	12 " .....	60 00
Lacolle Station and Railway Station	J. C. Boudreau. ....	300 yds.	12	12 " .....	45 00
LaGuerre and Carr's Crossing. ....	J. Duheme. ....	8	6	12 " .....	200 00
Lake Megantic and Railway Station (C. P.) .....	J. Bérubé. ....	½	18	12 " .....	125 00
do do (Q.C.) .....	do .....	300 yds.	12	12 " .....	47 00
Lake Megantic Stn. and Mail Car.	A. B. Gendreau. ....		12	1 " 12 d. (from May 20, '04) .....	11 53
Landreville, Ormstown and Railway Station. ....	J. Murphy. ....	4½	6-18	12 " .....	255 50
L'Annonciation and L'Ascension. ....	D. Beauchamp. ....	12	2	12 " .....	104 00
Lanoraie and Railway Station. ....	J. B. Bourdon. ....	6	6	9 " (to Apr. 31, '04.)	73 00
do do .....	Z. Boisjoly and J. Lachapelle. ....	6	6	3 " from " ..	25 00
La Patrie and Notre Dame des Bois.	J. St. James. ....	9	6	12 " .....	200 00
La Patrie and Scotstown .....	S. Poulin. ....	9	6	12 " .....	175 00
La Patrie and West Ditton .....	J. Lambert. ....	3½	1	12 " .....	12 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
La Plaine and Railway Station...	C. Gauthier.....	14	12	12 months.....	54 00
Laprairie and Railway Station...	E. Lamarre.....	18	12	" .....	75 00
La Presentation and St. Hyacinthe.	L. Desmarais.....	6	6	" .....	150 00
Larose Station and Lost River...	W. McKenzie.....	10	3	" .....	132 00
Larose Station and Railway Station	A. Larose.....	125 ft.	12	" .....	40 00
L'Artifice and St. Chrysostome...	S. Renaud.....	5½	6	" .....	150 00
L'Assomption and L'Epiphanie Railway Station .....	H. Thouin.....	3½	18	" .....	234 00
L'Assomption and St. Sulpice..	J. Giard.....	5	6	" .....	138 48
La Trappe and Oka .....	N. Fauteux.....	34	12	" .....	125 00
Laurel and Lost River .....	M. McCluskey.....	6	2	" .....	60 00
Laurentides and Railway Station..	A. Lavigne.....	8 acres.	12	" .....	70 00
Laurentides and St. Calixte de Kil- kenny .....	G. Lajoie.....	10	3	2 " (to Aug. 31, '03).	21 33
Laurentides and Ste. Julienne...	J. Brouillette...	12	6	3 " (to Sept. 30, '03).	75 50
La Visitation and Ste. Monique...	D. Lafond.....	4	3	12 " .....	99 00
Lavaltrie and Railway Station ..	J. Grenier.....	8	6	12 " .....	195 00
Lavaltrie Station and Railway Station .....	J. E. Lasalle.....		12	1 " (from June 1, '04)	1 50
Lawrenceville and Railway Station.	P. Hamel.....	18	12	12 " .....	38 00
Lawrenceville and Rochelle.....	M. Guilmain.....	3	3	1 " (to July 31, '03).	6 66
do do .....	do .....	3	6	11 " from "	146 66
Leadville and Mansonville.....	W. S. Brown.....	7	2	12 " .....	65 00
Lennoxville and Milby.....	S. J. Powers.....	5	6	12 " .....	150 00
Lennoxville and Railway Stations (C. P. & G. T.).....	W. H. Abbott.....	70 yds.	12	12 " .....	60 00
do do .....	do .....	12	24	12 " .....	120 00
Lennoxville and Spring Road.....	I. Parnell.....	4	2	12 " .....	52 00
Leopold and Morin Flats.....	J. Thompson.....	10	2	10 " (to April 30, '04).	50 00
do do .....	J. Riddell.....	10	2	2 " from "	10 00
L'Epiphanie and Railway Station..	A. Lamarche.....	18-24	12	" .....	155 53
L'Epiphanie and St. Jacques.....	G. Forest.....	12½	12	" .....	400 00
L'Epiphanie and St. Roch.....	C. Perreault.....	6	6	12 " .....	110 00
Les Dalles and St. Jacques.....	L. Derrochers.....	4	6	10 " (from Sept. 1, '03)	130 40
Longueuil and Railway Station...	L. Mainville.....	1	24	12 " .....	100 00
Long Point and Railway Station...	J. Chevalier.....	12	12	" .....	160 00
Louiseville and Nancy.....	R. Caron.....	6	2	12 " .....	50 00
Louiseville and Railway Station...	P. Lefebvre.....	16 acres.	19	12 " .....	147 28
Louiseville and St. Ursule.....	A. Sevigny.....	5½	6	12 " .....	84 00
McLeod's Crossing and Railway Station .....	J. A. McDonald.....	1½	6	12 " .....	50 00
Mabel and Ogdensburg.....	F. Lahaie.....	2½	2	7 " (from Dec. 1, '03)	40 83
Mabel and Staynerville.....	do .....	3	2	12 " .....	30 00
Magog and Railway Station.....	J. E. Taylor.....	1	12	12 " .....	100 00
Maisonneuve and Montreal.....	A. Meunier.....	3½	18	12 " (less fine) .....	579 05
Malmaison and Notre Dame de Stanbridge .....	L. Galipeau.....	3	6	12 " .....	120 00
Malvina and Railway Station.....	F. Roy.....	1½	6	12 " .....	48 00
Mansonville and Province Hill...	S. Sargent.....	4	3	12 " .....	65 00
Mansonville and Railway Station...	E. Ripley.....	2½	6	12 " .....	60 00
Mansonville and Valeperkins.....	J. M. Alex.....	5½	3	10 " (to April 30, '04).	50 00
do do .....	G. W. Jewett.....	5½	6	2 " from "	28 68
Maple Leaf and Sawyerville.....	J. W. Planche.....	4½	6	12 " .....	150 00
Marienville and Railway Station...	H. Messier.....	18	7	" (to Jan. 31, '04).	37 91
do do .....	R. Boulard.....	18	5	" from "	27 09
Marlington and Stanstead Junction.	W. H. Guy.....	4½	6	12 " .....	177 00
Mascouche and Mascouche Rapids.	J. Carmichael.....	3½	3	12 " .....	90 00
Mascouche and Railway Station...	J. Allard.....	1½	12	10 " 9 days (to May 9, '04).....	51 42

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mascouche and Railway Station ...	J. Allard.....	1 $\frac{1}{4}$	18	1 month 22 days (from May 9, '04)...	12 85
Mastigoche and St. Gabriel de Brandon .....	A. Paquin.....	8	4	12 "	79 48
Melbourne and Richmond.....	S. Cross.....	1 $\frac{1}{4}$	12	12 "	198 00
Melbourne and Upper Melbourne..	A. E. Main.....	1 $\frac{1}{4}$	12	12 "	80 00
Menard Corner and St. Jean ...	J. Menard, jr....	3	3	9 " (from Oct. 1, '03)	56 25
Menardville and Railway Station..	J. Touchette.....	6	5	" (to Nov. 30, '04).	10 41
do do .....	A. Menard.....	6	7	" from "	14 59
Milan and Railway Station.....	J. D. Morrison....	0 15	12	12 "	24 00
Milan and Valracine.....	S. Barsalow.....	9	3	12 "	195 00
Milan and Whitwick.....	D. P. McDonald ..	5	2	12 "	50 00
Miletta and Railway Station .....	M. A. Murray....	143 yds.	6	12 "	10 00
Mille Isles and St. Jerome.....	W. Elliott.....	12	3	12 "	200 00
Minton and North Hatley.....	A. Johnstone.....	2 $\frac{1}{2}$	1	12 "	60 00
Mirabel and St. Hermas Station..	A. Belouin.....	1 $\frac{1}{2}$	6	6 " (to Dec. 31, '03).	32 30
do do .....	M. Desrosier.....	1 $\frac{1}{2}$	6	6 " from "	32 30
Mitchell Station and Railway Stn.	J. Beaulieu.....	1 $\frac{1}{2}$	12	12 "	40 00
Mongenais, Ste. Justine and Railway Station.....	J. Sausi.....		12	"	198 00
Montcalm and Rawdon.....	H. Hanna.....	6	6	10 " (from Sept. 1, '03)	166 66
Montcalm and Railway Station.....	E. Vincent.....	1 $\frac{1}{4}$	12	10 " (from Sept. 1, '03)	116 66
Montford and Railway Station.....	M. Boulaire.....	4 acres.	12	12 "	36 00
Montreal and Mount Royal Vale..	O. Filion.....	4 $\frac{1}{2}$	24	1 " 16 days (to Aug. 16, '03)...	120 00
do do .....	N. Desforges....	4 $\frac{1}{2}$	24	10 " 15 days (from Aug. 16, '03)...	545 17
Montreal and Railway St'ns (C.P.)..	P. Daoust.....		5	" (less fines).....	994 64
do do .....	W. Heelan.....		7	" (from Dec. 1, '03)	2,423 69
Montreal and Railway Stations (G. N.).....	M. A. Campeau....	2 $\frac{1}{2}$	12	6 " (from Jan. 1, '04)	
Montreal Letter Carrier Service ...	Montreal Street Railway Co.....		12	" (less fine)...	219 34
Montreal transfer of mails at Bonaventure Depot.....	Grand Trunk Railway Co.....		12	"	600 00
Montreal Christmas Mail Delivery..	W. Heelan.....		12	"	2,400 00
do do .....	C. A. Dumaine ..				10 00
Montreal Street Letter Boxes and Receiving Houses.....	A. Meunier.....			12 months (less fine)....	191 25
Montreal and Ste. Cunegonde.....	J. O'Dowd.....	1 $\frac{1}{2}$	24	12 "	6,819 60
Montreal and Ste. Eustache.....	U. Viau.....	21 $\frac{1}{2}$	6	12 "	530 00
Montreal and Steamer Wharf.....	P. Daoust.....	2	12	"	645 00
do do .....	W. Heelan.....			Part of seasons 1903-04..	123 00
do do .....	J. W. Bain, P. O. I. (to pay)...			Part of season 1904 .....	30 75
do do .....				1 trip .....	1 00
Montreal and St. Leonard de Port Maurice.....	J. Gervais.....	8 $\frac{3}{4}$	6	12 months .....	306 00
Montreal and Youville.....	Mrs. A. H. Frigon ..	5	6	3 " (from Apr 1, '04).	12 50
Montreal South and Railway St'n..	L. Sabatier.....	1 $\frac{3}{10}$	12	3 " (to Sept. 30, '03).	9 00
do do .....	J. W. Bain, P. O. I. (to pay)...			Special trip .....	1 00
do do .....	F. X. Duquette.....	1 $\frac{3}{10}$	12	9 months (from Oct. 1, '03)	30 00
Montreal West and Railway St'n..	F. E. Lea.....	80 yds.	24	12 "	60 00
Montreal P. O. and Windsor St'n..	The Shedden Forwarding Co.....			Special trips.....	8 00
Morin Flats and Railway Station	M. Cuffling.....	6 acres.	12	12 months.....	48 00
Moulin Lacroix and St. Calixte de Kilkenny.....	N. Lacroix.....	4	2	12 "	78 00
Mount Johnson and St. Gregoire Railway Station.....	N. Bessette.....	12 acres.	12	12 "	50 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Napierville and Stottville.....	P. Bourgeois .....	7	12	12 months .....	240 00
New Erin and Railway Station.....	J. Walsh .....	$\frac{1}{2}$	12	12 " .....	60 00
New Glasgow and St. Jerome.....	F. Langlois, dit Traverse .....	9	6	2 " (to Aug. 31, '03) .....	66 25
New Glasgow and Railway Station.	A. Nickle .....	5 acres.	12	10 " (from Sept. 1, '03) .....	43 33
New Rockland and Richmond Railway Station .....	E. Mignault .....	$8\frac{1}{4}$	6	12 " .....	300 00
North Georgetown and Railway St.	C. Turcot .....	$\frac{1}{2}$	6	12 " .....	60 00
North Hatley and Railway Station.	H. G. Bessette .....	0 12	12	6 " (to Dec. 31, '03) .....	50 21
do do .....	B. S. Blossom .....	0 12	31 & 18	6 " from " .....	100 00
North Stanbridge and Railway Stn	D. Guilloite .....	12 acres.	6	12 " .....	47 00
North Stukely and Railway Station	J. Marchessault .....	$1\frac{1}{2}$	12	12 " .....	125 00
North Sutton and West Brome .....	M. E. Darbe .....	2	3	12 " .....	65 00
Norton Creek, St. Remi and Rail- way Station .....	A. Ste. Marie .....	$9\frac{1}{2}$	6 & 24	12 " .....	300 00
Notre Dame de la Mercie and St. Donat de Montcalm .....	W. Ritchie .....	$11\frac{1}{4}$	2	12 " .....	95 00
Notre Dame de la Mercie and St. Emile de Montcalm .....	E. Beauregard .....	9	2	12 " .....	90 00
Noyan and Railway Station .....	W. J. Derick .....	1	12	12 " .....	156 48
Outremont and Outremont Junction	W. Gauthier .....	$1\frac{1}{2}$	6	12 " .....	50 00
Paquette and Railway Station .....	R. Hamelin .....	$1\frac{3}{4}$	6	12 " .....	100 00
Parc Laval and Railway Station .....	D. Vanier .....	50 yds.	12	12 " .....	50 00
Pearceton and Railway Station .....	G. S. Rudd .....	4	6	12 " .....	116 00
Petit Brule, St. Augustin and Rail- way Station .....	E. Meilleur .....	$5\frac{1}{4}$	6 & 12	12 " .....	171 00
Petite Mascouche and Railway Stn.	E. Gagnon .....	100 feet.	12	12 " .....	10 00
Peveril and St. Justine Station .....	D. Menard .....	$2\frac{1}{2}$	6	12 " .....	100 00
Philipsburg and St. Armand Stn.	S. Borden .....	2	12	12 " .....	190 00
Piedmont and Railway Station .....	P. Charbonneau .....	$\frac{1}{2}$	12	12 " .....	50 00
Pierreville and Pierreville Mills .....	L. C. Gauthier .....	$4\frac{1}{2}$	6	12 " .....	124 20
Pierreville and St. Francois du Lac Railway Station .....	A. Gill .....	1	12	12 " .....	199 47
Pierreville and St. Zephirin .....	D. Chasse .....	13	6	12 " .....	390 00
Pincourt and Terrebonne .....	A. Gauthier .....	4	2	12 " .....	48 00
Pointe a Calumet and St. Joseph du Lac .....	J. B. Laurin .....	2	6	12 " .....	54 52
Pointe au Chene and Railway Stn.	A. Mathews .....	33 yds.	12	12 " .....	30 00
Pointe aux Trembles and Rivières des Prairies .....	A. Longpre .....	$6\frac{1}{4}$	6	12 " .....	156 60
Pointe Claire and Railway Station.	A. Brisbois .....	1	12	12 " .....	88 36
Pointe du Jour and St. Thomas d'Aquin .....	A. Chabot .....	$3\frac{1}{4}$	2	12 " .....	45 00
Pointe du Lac and Railway Station	A. Biron .....	25 acres.	12	12 " .....	40 48
Pont Chateau and St. Clet .....	O. Besner .....	2	6	12 " .....	84 00
Pont de Maskinonge and Railway Station .....	A. Laurent .....	9 acres.	12	12 " .....	75 00
Pont de Maskinonge and St. Justin	E. Vermette .....	5	6	12 " .....	150 00
Racine and Railway Station .....	L. Belisle .....	$\frac{1}{3}$	12	12 " .....	50 00
Racine and South Ely .....	P. Choiniere .....	$\frac{1}{3}$	6	12 " .....	75 00
Rawdon and St. Liguory .....	H. Hanna .....	9	6	2 " (to Aug. 31, '03) .....	33 83
Rawdon and St. Theodore .....	G. Mason .....	14	6	6 " (to Dec. 31, '03) .....	120 00
Repentigny and St. Paul l'Ermite.	A. Perreault .....	2	6	12 " .....	80 00
Riceburg and Railway Station .....	M. C. Chrysler .....	$\frac{1}{4}$	6	12 " .....	40 00
Rigaud and Railway Station .....	J. Charlebois .....	$\frac{1}{4}$	12	12 " .....	50 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rigaud and St. Redempteur.....	A. Quesnel.....	6	6	12 months.....	149 72
Rivieres des Feves and St. Urbain.....	Z. Bergevin.....	2	3	12 ".....	32 00
Robinson and Railway Station.....	E. Lockett.....	12	12	".....	73 00
Rock Forest and Railway Station.....	J. Simpson, jr.....	3	6	12 ".....	40 56
Rock Forest and Suffield.....	E. E. Bean.....	3	3	12 ".....	76 00
Rosemere and Railway Station.....	A. Labelle.....	200 yds.	12	12 ".....	25 00
Roxton East and Roxton Falls.....	E. Dalpe.....	5	2	12 ".....	60 00
Roxton Falls and Acton Railway Station.....	N. Rainville.....	6	6	12 ".....	172 24
Roxton Falls and Railway Station.....	J. Masse.....	1/2	12	12 ".....	40 00
Roxton Pond and Granby Railway Station.....	E. Lussier.....	7	6	12 ".....	175 00
Russelltown and St. Chrysostome.....	W. J. Costello.....	3	6	12 ".....	80 00
Ste. Adele and Railway Station.....	A. Maille.....	1 1/2	12	12 ".....	115 48
St. Adolphe de Howard and Ste. Agathe des Monts.....	W. V. Brayley.....	7 1/2	6	12 ".....	200 00
Ste. Agathe des Monts and Railway Station.....	N. Meunier.....	18	3	" (to Sept. 30, '03).	37 50
do do do.....	do.....	12	8	" (to May 31, '04).	66 66
do do do.....	do.....	18	1	" from ".....	12 50
Ste. Agathe and Ste. Lucie de Doncaster.....	G. Grenier.....	10	3	12 months.....	148 00
Ste. Agathe des Monts and St. Agricole.....	I. de Mantelt.....	15	ftnly.	3 " (from Apr. 1, '04)	12 50
St. Agricole and St. Faustin.....	I. Mantelt.....	15	ftnly.	9 " (to Mar. 31, '04).	37 50
St. Aime and Railway Station.....	P. Menard.....	9 acres.	12	12 ".....	55 00
St. Alexandre and Railway Station.....	L. Pouliot.....	1	12	3 " (to Sept. 30, '03).	25 00
do do do.....	R. Lanier.....	1	12	9 " from ".....	75 00
St. Alexis des Monts and St. Paulin.....	L. P. Plante.....	10	6	9 " (to April 30, '04).	167 25
do do do.....	A. Paille.....	10	6	3 " from ".....	39 75
St. Angele de Monnoir and Railway Station.....	J. E. Boulais.....	12 acres.	12	12 ".....	60 00
Ste. Anne de Bellevue and Railway Station.....	Mrs. A. St. Denis.....	1	18	12 ".....	94 20
Ste. Anne des Plaines and Railway Station.....	do.....	6 acres.	12	3 " (to Sept. 30, '03).	8 00
do do do.....	D. Gaudette.....	6 "	12	9 " from ".....	24 00
Ste. Anne de Sorel and Sorel.....	C. Baron.....	3	6	12 ".....	70 00
St. Barbe and St. Stanislas de Kotski.....	A. Raymond.....	4 1/2	6	12 ".....	120 00
St. Barnabe and Railway Station.....	F. Galipeau.....	13 acres.	12	3 " (to Sept. 30, '03).	7 50
do do do.....	C. Langelier.....	13 "	12	9 " from ".....	22 50
St. Barnabe and St. Elie.....	A. Boisvert.....	9	6	12 ".....	198 00
St. Barnabe and Yamachiche.....	I. Pelletier.....	12	6	12 ".....	312 00
St. Barthelemi and Railway Station.....	T. Julien.....	1 1/2	12	12 ".....	85 00
St. Barthelemi and St. Edmond.....	H. Valois.....	10 1/2	2	3 " (to Sept. 30, '03).	23 75
do do do.....	R. Mayer.....	10 1/2	2	9 " from ".....	73 50
St. Barthelemi Station and Railway Station.....	M. Lemarbre.....	10 acres.	6	12 ".....	25 00
St. Bazile le Grand and Railway Stn.....	E. Lalumiere.....	0-07	7	12 ".....	50 00
Ste. Brigide and Railway Station.....	M. Choquette.....	2	6	9 " (to Mar. 31, '04).	82 50
do do do (C.V.).....	P. Saurette.....	1 1/2	12	3 " (from Apr. 1, '04)	35 00
St. Bruno and St. Julie de Vercheres.....	A. Hebert.....	6	7	12 ".....	175 00
St. Calixte de Kilkenny and St. Luc Railway Station.....	G. Lajoie.....	7 1/2	6	1 month (to Sept. 30, '03)	20 00
do do do.....	G. Therrien.....	7 1/2	6	9 months from ".....	180 00
St. Cecile de Whitton and Railway Station.....	J. Belleau.....	3/4	12	12 ".....	60 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Cecile Station and Railway Stn.	F. Leblond.....	150 yds.	12	2 mos. (from May 1, '04)	3 33
St. Cesaire and Railway Station...	J. A. Robidoux...	$\frac{1}{3}$	12	12 "	40 00
St. Charles, St. Hilaire Station and St. Denis...	H. Audette ....	16	12 & 6	12 "	600 00
St. Charles and St. Marc...	H. Desjournin...	$1\frac{1}{4}$	12	12 "	90 00
St. Cleophas and Railway Station.	A. Martineau...	$\frac{1}{2}$	12	12 "	68 00
St. Clet and Railway Station	M. Besner.....	$\frac{1}{2}$	12	12 "	40 00
St. Clet and Ste. Marthe.....	F. P. Laberge..	$6\frac{1}{2}$	6	12 "	180 00
St. Columbin and St. Scholastique.	M. J. Phelan...	14	6	12 "	405 00
St. Come and St. Emelie.....	G. Grignon.....	9	6	12 "	209 00
St. Constant and Railway Station.	O. Robert.....	$\frac{3}{4}$	13	12 "	39 00
St. Cuthbert and Railway Station..	A. Lessard ....	3	6	12 "	100 00
St. Cuthbert Station and Railway Station.....	J. Marchand....	5 acres.	12	12 "	20 00
St. Cyrille de Wendover and Railway Station .....	C. Lavoie. ....	3 acres.	12	11 " 22 dys (to June 22, '04).....	58 68
do do .....	do .....	3 acres.	18	8 dys (from June 22, '04)	1 97
St. Cyrille de Wendover and St. Joachim de Courval.....	D. Martel .....	$7\frac{1}{2}$	3	12 months.....	110 00
St. Damase and Railway Station.	M. Choiniere....	.....	12	12 "	40 00
St. Damien de Brandon and St. Gabriel de Brandon.....	A. Dénomme....	6	6	12 "	147 00
St. David and Yamaska East .....	S. Langlois.....	6	6	12 "	130 00
St. Didace and St. Gabriel de Brandon .....	L. Jacques .....	6	6	12 "	99 48
St. Dominique and St. Hyacinthe..	R. Paradis.....	$5\frac{3}{4}$	7	12 "	322 33
St. Donat de Montcalm and St. Lucie de Doncaster .....	J. B. Brisson....	15	2	12 "	135 00
St. Edouard and St. Michel de Napierville.....	V. Poissant.....	$4\frac{1}{2}$	6	12 "	124 00
St. Elzear de Laval and St. Martins Junction .....	M. Gobeil .....	2	12	12 "	50 00
Ste. Emelie de l'Energie and St. Jean de Matha .....	J. Durand .....	$12\frac{1}{4}$	6	3 " (to Sept. 30, '03.)	62 25
do do .....	M. Gagnon.....	$12\frac{1}{4}$	6	7 " from "	186 75
Ste. Emelie de l'Energie and St. Zenon.....	E. Lefrancois...	21	3	12 "	249 00
Ste. Emelie Junction and Railway Station .....	A. Robillard....	$\frac{3}{4}$	6	12 "	35 00
St. Emile de Montcalm and St. Theodore.....	L. Giguere.....	$8\frac{1}{4}$	2	12 "	110 00
St. Esprit and St. Julianne Railway Station .....	H. Duquette....	5	6	10 " (from Sept. 1, '03)	104 16
St. Eugene de Grantham and Railway Station.....	D. Belleville....	$3\frac{1}{2}$	12	12 "	207 24
do do .....	F. Vadnais.....	.....	.....	Allowance for cancellation of contract.....	51 65
St. Eugene de Grantham and St. Guillaume Station .....	H. Chamberland ..	8	6	12 months.....	200 00
St. Eustache and Railway Station..	G. Lauzon.....	6 acres.	12	12 "	48 00
St. Eustache and St. Joseph du Lac	J. B. Laurin....	11	6	12 "	300 00
St. Faustin and Railway Station	J. A. Dansereau	30 acres.	6	12 "	75 00
St. Faustin Station and Railway Station.....	G. Dusablon..	4 acres.	6	12 "	25 00
St. Felix de Valois and Railway Station .....	G. Gravel.....	$\frac{3}{4}$	18*	12 "	150 00
St. Felix de Valois and St. Jean de Matha.....	M. Houle.....	8	6	12 "	149 00
St. Francois de Sales and Railway Station .....	S. Charbonneau..	.....	12	12 "	45 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. François du Lac and St. Pie de Guire....	T. Proulx.....	8	6	12 months.	174 00
St. François Xavier de Brompton and Windsor Mills.....	J. Labbe..	4	6	12 "	150 00
St. Gabriel de Brandon and Railway Station.....	T. Michaud..	$\frac{1}{2}$	24	12 "	180 00
St. Genevieve and Saraguayville....	A. Legault.....	3 $\frac{1}{2}$	3	9 " (to Mch. 31, '04.)	37 50
do do	B. Brunet.....	3	3	3 " f om "	12 50
St. Germain de Grantham and Railway Station.....	P. Houle..	1	12	12 "	72 00
St. Guillaume and Railway Station.	H. Chamberland	$\frac{1}{2}$	12	12 "	100 00
St. Helene de Bagot and Railway Station.....	L. Dery.....	9 acres.	12	12 "	30 00
St. Henri de Montreal and Railway Station.....	J. B. Breault...	380 yds.	36	12 "	200 00
St. Hermas and Railway Station....	J. Paradis.....	4	6	12 "	45 00
St. Hermenegilde and Vilette..	U. Dupuis.....	3	2	12 "	60 00
St. Hilaire Station and Railway Station.....	F. Martin..	100 yds.	45	12 "	116 64
St. Hilaire Station and St. Jean Baptiste de Rouville....	E. Lemonde...	5	12	12 "	225 00
St. Hippolyte de Kilkenny and Shawbridge.....	N. Nadon....	5 $\frac{1}{2}$	3 & 6	12 "	110 00
St. Hubert and Railway Station....	A. David.....	$\frac{1}{2}$	7	12 "	65 00
St. Hugues and Railway Station....	A. Houle.....	$\frac{1}{2}$	12	12 "	78 00
St. Hyacinthe and Ry. Stn. (C.P.)	M. Cordeau....	1 $\frac{1}{2}$	12	12 "	100 00
do do (D.C.)	do	$\frac{1}{2}$	12	12 "	49 00
do do (G.T.)	W. H. Robert..	$\frac{1}{2}$	17	12 "	75 00
do do (U.C.)	A. Cadorette...	$\frac{1}{2}$	18	12 "	120 00
St. Hyacinthe and Street Letter Boxes.....	M. Cordeau....	4 $\frac{1}{2}$	12	12 "	206 00
St. Isidore and Railway Station....	A. Dubuc.....	$\frac{1}{2}$	18	12 "	108 00
St. Isidore Junction and Railway Station.....	P. Baillargeon..	100 ft.	12	12 "	28 00
St. Jacques le Mineur and St. Philippe.....	E. Boutin ..	5	6	6 " (to Dec. 31, '03).	85 00
do do	A. Duchene....		6	6 " from "	92 40
St. Jacques and St. Jacques Nord.	C. Pelletier....	3	6	1 " (to Aug. 31, '03).	7 50
St. Jacques Nord and Railway Stn.	do	1	12	12 "	75 00
St. Janvier and Railway Station....	J. Desroches...	18 acres.	12	12 "	50 00
St. Jerome and Railway Station....	A. Charbonneau	$\frac{1}{3}$	24	12 "	117 39
St. Jerome and Transfers.....	do		9	9 " (to Mar. 31, '04).	9 01
St. Joachim de Shefford and Morden	Mrs. J. Bachand	7	6	12 "	195 00
St. Johns and Railway Stations, (C. V. & C. P.)....	W. Moore.....	$\frac{1}{3}$	31 to 33	12 "	322 04
St. Johns and St. Luc.....	M. Marsan....	6	6	12 "	160 00
St. Joseph de Sorel and Sorel....	F. Peloquin....	1 $\frac{1}{4}$	6	11 "	50 00
St. Jovite and Railway Station....	J. Meilleur....	20 acres.	6	12 "	55 00
St. Jovite Station and Railway Stn.	J. Longpré....	83 yds.	6	12 "	20 00
St. Jude and Railway Station....	W. Wilson.....	5 acres.	12	12 "	30 00
St. Julienne and Railway Station.	D. Ethier.....	1 $\frac{1}{2}$	12	10 " (from Sept. 1, '03)	104 16
St. Lambert and Railway Station....	D. A. Davies...	$\frac{1}{2}$	12	12 "	36 00
St. Lambert Junction and Varennes	H. Roy.....			Special trip.....	20 00
St. Lazare and Railway Station....	J. Besner.....	2	6	12 months.....	43 00
St. Liguori and Railway Station....	T. Lapointe....	1 $\frac{1}{2}$	12	10 " (from Sept. 1, '03)	116 66
St. Louis de Bonsecours and Railway Station.....	A. St. Martin..	9 acres.	12	12 "	40 00
St. Louis de Gonzague and Railway Station.....	X. Daignault...	4	12	12 "	270 00
St. Louis Station and Railway Stn.	W. Marchand..	110 yds.	12	12 "	35 00
St. Madeleine and Railway Station	I. D. Rainville..	0 18	18	12 "	90 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Malo and Railway Station.....	C. Breault . . .	$\frac{3}{4}$	6	12 months.....	120 00
St. Marcel and Cavignac Railway Station.....	S. Dumaine.....	4	6	12 " .....	119 00
Ste. Marguerite Station and Railway Station .....	J. B. J. Prefontaine.....	150 ft.	12	12 " .....	12 00
St. Martin Junction and Railway Station .....	A. Desormeaux.....	15 yds.	12	10 " (to Apr. 30, '04).....	18 00
St. Martin and Railway Station.....	G. Bouchard.....	10 acres,	18	5 " (to Nov. 30, '03).....	27 08
do .....	P. Bedard.....		7	" from " .....	37 92
St. Mathias and Village Richelieu.....	J. B. Adam.....	$3\frac{1}{2}$	6	10 " and 9 days (to May 9, '04).....	107 14
St. Mathias and St. Hilaire Ry. Stn.	do .....	$7\frac{1}{2}$	6	1 " and 22 dys. (from May 9, '09).....	45 00
St. Michel de Rougemont and Railway Station .....	A. F. Fontaine.....	$7\frac{1}{10}$	12	12 " .....	80 00
St. Michel des Saints and St. Zenon	J. Riviere.....	12	3	12 " .....	149 00
St. Michel Station and Railway Stn	E. Isabelle.....	200 ft.	6	12 " .....	30 00
St. Monique and St. Augustin Railway Station .....	G. Vermette.....	2	6	12 " .....	49 00
St. Nazaire and Railway Station.....	O. Vertefeuille.....	$3\frac{1}{2}$	6	12 " .....	100 00
St. Norbert and Railway Station.....	Mrs. S. Carpentier .....	9	6	12 " .....	298 00
St. Ours and St. Roch Railway Stn.	A. Giard.....	$2\frac{1}{2}$	12	12 " .....	75 00
St. Ours Lock and St. Ours.....	A. Proulx.....	$1\frac{1}{2}$	6	12 " .....	75 00
St. Paul and Railway Station.....	E. Latour .....	1	18	12 " .....	120 00
St. Paul and Verdun.....	J. V. Fyfe.....	1	6	12 " .....	60 00
St. Philippe d'Argenteuil and Railway Station .....	M. Leclaire.....	1	12	12 " .....	40 00
St. Philippe de Laprairie and Railway Station .....	M. Boyer.....	6 ac.	12	12 " .....	48 48
St. Philippe Railway Station and Stonefield .....	R. Chambers.....	9	6	12 " .....	300 00
St. Philomène and Railway Station	F. Labrie.....	$2\frac{1}{2}$	6	12 " .....	85 00
St. Pie and Railway Station.....	J. Laperle.....	$\frac{1}{4}$	12	12 " .....	36 00
St. Placide and St. Scholastique.....	J. Ladouceur dit Lamadeleine.....	$11\frac{1}{2}$	6	12 " .....	225 00
St. Polycarpe and Railway Station.	E. Ladouceur.....	$\frac{3}{4}$	24	12 " .....	70 00
St. Polycarpe and St. Telesphore.....	J. B. Libeiron.....	5	6	12 " .....	175 00
St. Polycarpe Junction and Railway Station .....	F. Brouillard.....	100 yds.	12	12 " .....	15 00
St. Robert and Railway Station.....	H. Dupre.....	5 ac.	12	12 " .....	30 00
St. Romain and St. Sebastien Railway Station .....	V. Boulanger.....	8	6	12 " .....	160 00
Ste. Rosalie and Railway Station.....	D. Vertefeuille.....	$\frac{3}{4}$	12	12 " .....	65 00
Ste. Rose and Railway Station.....	J. Robert.....	0-82	18	12 " .....	80 00
St. Sauveur and Railway Station.....	E. Aubrey.....	$\frac{1}{4}$	12	12 " .....	36 00
St. Scholastique and Railway Stn.	F. Brisbois.....	18 ac.	24	12 " .....	80 00
St. Sebastien and Stanbridge Stn.	E. Dupont.....	$\frac{6}{12}$	12	12 " .....	438 20
St. Sebastien and Venice.....	T. Hunter.....	$3\frac{1}{2}$	2	12 " .....	50 00
St. Simon and Railway Station .....	J. A. Beauchamp.....	30 ac.	12	12 " .....	135 00
Ste. Sophie de Lac and Railway Station .....	P. Traversy.....	5 ac.	12	1 " (to Sept. 30, '03).....	4 16
Ste. Sophie de Lacorne and Railway Station .....	do .....	5 ac.	12	9 " from " .....	37 50
St. Stanislas de Kotska and Railway Station .....	A. Raymond.....	5 ac.	12	12 " .....	40 00
St. Theodosie and Verchères.....	W. Chagnon.....	6	6	12 " .....	160 00
Ste. Therese and Railway Station.....	J. Desjardins.....	$\frac{2}{5}$	29	12 " .....	125 00
St. Thomas de Joliette and Railway Station .....	H. Coutu.....	10 ac.	12	12 " .....	93 88

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Timothee and Railway Station.	C. Leboeuf, jr. . .	1½	12	11 months and 5 days (to June 5, '04) . .	82 88
do do do	do . . .		18	25 dys. from " . . .	9 16
St. Urbain and Railway Station. . .	Z. Bergevin . . .	4	6	12 months " . . .	89 00
St. Victoire and Sorel . . .	A. Paulhus . . .	9	6	12 " . . .	270 00
St. Vincent de Paul and Railway Station . . .	C. Hogue . . .	20 ac.	18	12 " . . .	128 48
St. Zotique and Railway Station. . .	A. Leger . . .	2	12	12 " . . .	100 00
Sabrevois and Railway Station . . .	A. M. White . . .	5 ac.	12	12 " . . .	50 00
Savage's Mills and Railway Station	E. H. Tamlin . . .	3½	6	12 " . . .	70 00
Sawyer's Mills and Railway Station . .	H. H. Hunt . . .	3½	12	12 " . . .	50 00
Scotch Weedon and Weedon Stn. . .	D. T. McDonald . .	5½	2	12 " . . .	52 00
Scotstown and Railway Station . . .	R. B. Scott . . .	1½	12	12 " . . .	40 00
Shawbridge and Railway Station . . .	D. Shaw . . .	1½	12	12 " . . .	95 00
Shawenegan and Three Rivers. . .	P. Lapolice . . .	21	6	12 " . . .	340 00
Shawenegan Falls and Railway Stn	J. W. Aubin . . .	1½	18	12 " . . .	126 37
Sherbrooke and Railway Stations, (C.P., B.M. & Q.C.) . . .	D. W. Armstrong . . .		38	12 " . . .	317 98
Sherbrooke Street Letter Boxes and Sherbrooke East. . .	do . . .			12 " . . .	391 73
Sherbrooke and Stoke Centre . . .	J. Malenfant . . .	9½	5	22 " . . .	251 33
Sherrington and Railway Station. . .	F. Gelinault . . .	2½	12	12 " . . .	120 00
Sixteen Island Lake and Railway Station . . .	M. J. Rodger . . .	2 ac.	12	6 " (to Dec. 31, '03). . .	5 00
do do do	T. Gaudon . . .	2 ac.	12	6 " from " . . .	5 00
Slatington and Windsor North . . .	S. H. Thibault . . .	5	3	12 " . . .	50 00
Smith's Mills and Railway Station . .	C. A. Jenkins . . .	7 ac.	12	12 " . . .	63 00
Sorel and Railway Station (M. & S.)	A. Thibodeau, jr. . .	½	30	12 " . . .	166 60
do do (Q & S.) do	do . . .	½	12	12 " . . .	100 00
South Bolton, Mansonville and Eastman Junction . . .	L. G. Green . . .	22½	6	12 " . . .	542 50
South Roxton and Railway Station.	A. D. Savage . . .	75 yds.	12	12 " . . .	20 00
South Stukely and Railway Station . .	W. R. Johnston . .	½	6	12 " . . .	60 00
Spring Hill and Railway Station. . .	M. A. McLean . . .	250 yds.	12	12 " . . .	40 00
Spring Hill and Sornoway . . .	M. H. McDonald . .	9	6	12 " . . .	313 00
Stanbridge East and Railway Stn. . .	O. R. Anderson . .	43 yds.	12	12 " . . .	50 00
Stanstead and Railway Station. . .	H. A. Channell . .	½	24	12 " . . .	50 00
Stanstead Junction and Railway Station . . .	C. H. Gordon . . .	60 yds.	24	12 " . . .	48 00
Staynerville and Railway Station. . .	H. Paquin . . .	30 yds.	18	12 " . . .	18 00
Stonefield and Stonefield Heights. . .	R. C. Brown . . .	1½	3	12 " . . .	39 00
Sornoway and Tolsta . . .	A. McDonald . . .	4	2	12 " . . .	43 00
Sutton and Railway Station. . .	D. S. Bickford . . .	1½	12	12 " . . .	45 00
Sutton Junction and Railway Stn. . .	A. W. Westover . .	30 yds.	12	12 " . . .	45 00
Sutton and West Sutton . . .	J. B. Strong . . .	3½	3	5 " and 13 dys. (from Jan. 19, '04) . .	27 03
Sweetsburg and Railway Station. . .	J. Powers . . .	¾	12	12 " . . .	75 00
Terrebonne and Railway Station. . .	O. Lebeau . . .	4½	24	12 " . . .	133 32
Three Rivers and Railway Station. . .	E. Lamothe . . .	49	12	12 " . . .	295 53
Three Rivers and Street Letter Boxes . . .	A. Gelinat . . .	3½	18	11 " (to May 31, '04). .	80 50
do do do	E. Lamothe . . .	¾	18	1 " from " . . .	7 50
Titus Station and Railway Station. .	T. Ward . . .	1½	12	12 " . . .	50 00
Valcourt and Railway Station. . .	J. Dupaul . . .	1½	12	12 " . . .	98 00
Valcourt and West Ely . . .	G. Robichaud . . .	7	3	12 " . . .	100 00
Valleyfield and Railway Stn. (C.A.)	E. Rapin . . .	¾	24	12 " . . .	39 00
do do (N.Y.C.) do	do . . .	14 ac.	24	12 " . . .	98 48



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Valleyfield and Street Letter Boxes	E. Desparois....	$\frac{1}{2}$	6	12 months .....	36 00
Valmorin and Railway Station....	C. Ouellette ....	$1\frac{1}{2}$	6	1 " (from June 1, '04)	9 18
Valois and Railway Station.....	P. G. Valois....	3 acres.	12	12 " .....	60 00
Varennas and Railway Station....	A. Malo.....	5 acres.	18	12 " .....	74 00
Vanclose and Railway Station....	M. Turcotte....	12 acres.	6	12 " .....	100 00
Vaudreuil and Railway Station....	E. Gauthier....	$1\frac{1}{4}$	12	12 " .....	70 00
Verchères and Railway Station....	H. Larose.....	12 acres.	18	12 " .....	72 00
Versailles and Railway Station....	N. Choquette....	12 acres.	12	12 " .....	62 80
Village Richelieu and Railway Stn.	Z. Bessette....	$\frac{1}{4}$	18	12 " .....	67 56
Village St. Onge and Railway Stn..	J. Marchand....	5 acres.	12	12 " .....	37 25
Warden and Railway Station.....	L. E. Richardson	46 rods.	12	12 " .....	100 00
Waterloo and Railway Stations, (C. P. & C. V.) .....	F. Simard .....		24	6 " (to Dec. 31, '03)	50 00
do do .....	L. G. Green .....		24	6 " from " .....	45 00
West Brome and Railway Station..	C. E. Pettes....		12	12 " .....	78 50
West Shefford and Railway Station	J. Harris.....		12	12 " .....	50 00
White's Station and Railway Station	W. Watson.....	100 ft.	6	12 " .....	25 00
Wickham West and Railway Station	F. Cormier.....	5 acres	12	12 " .....	45 00
Windsor Mills and Railway Station	P. L. McCabe....	400 ft.	12	12 " .....	125 60
Woodlands and Railway Station...	G. Faubert....	7 acres.	12	1 " (from June 1, '04)	5 00
Yamachiche and Railway Station..	P. Pellerin.....	$\frac{1}{3}$	12	12 " .....	55 00
Yamaska and Railway Station....	A. B. Robidoux..	6 acres.	12	12 " .....	63 24
Yamaska East and Railway Station	A. Lasalle .....	1 acre.	12	12 " .....	37 94
Arundel, Huberdeau and St. Jovite } Station .....	W. Thompson ..			Special service ; snow blockade.....	96 25
Arundel and Larose Station... }					
Bedford, North Stanbridge and Pearceston .....	E. Coslett .....			" " .....	3 50
Berthier, Yamaska and St. Robert.	A. Thibodeau, fils			" " .....	512 00
do do .....	do .....			" " .....	106 00
Brome and Knowlton .....	F. A. Knowlton..			" " .....	1 00
Brome and Sutton Junction.....	O. Lachambre ..			" " .....	2 00
Clarenceville and Lacolle.....	H. C. Hyde .....			" " .....	6 25
Contrecoeur and Varennes.....	J. Duhamel.....			" " .....	18 00
do do .....	W. St. Jean.....			" " .....	156 00
Foster and Waterloo ..	J. S. Hews.....			" " .....	1 50
Henryville and St. Sebastien.....	E. Brosseau.....			" " .....	6 75
Knowlton and Sutton Junction...	A. Leach.....			" " .....	3 00
Longueuil and Montreal.....	S. Mainville....			" " .....	77 75
Acton and Wickham West.....	F. Cormier.....			" " .....	8 00
Actonvale and West Wickham....	B. Gregoire.....			" " .....	2 50



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APPENDIX B—*Continued.*DETAIL of all payments for Mail Transportation in Montreal Postal Division,  
&c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brome and Sutton Junction...	O. Lachambre...			Special service : snow blockade.....	9 00
Christieville, Montfort, Piedmont Station and Morin Flats.....	E. Aubry.....			" " .....	91 00
Chambly, Marieville and St. Hubert	A. Daigneault.....			" " .....	42 00
Farnham, Marieville and St. Angel	W. Ouellette.....			" " .....	4 00
Foster and Waterloo.....	G. Stevens.....			" " .....	18 00
Granby and West Shefford.....	G. Williams.....			" " .....	5 00
do do .....	T. Gray.....			" " .....	2 00
Knowlton and Sutton Junction.....	F. A. Knowlton.....			" " .....	2 50
Longueuil, Varennes and St. Lambert .....	J. H. Brodeur .....			" " .....	108 00
Marieville and St. Angel de M.....	J. E. Boulais.....			" " .....	9 00
Marieville and St. Jean.....	F. Boucher.....			" " .....	10 00
Marieville and St. Césaire.....	P. Denis.....			" " .....	35 00
Montreal and Varennes .....	M. J. Benard & Co.....			" " .....	24 00
Montreal and St. Lambert .....	J. H. Brodeur.....			" " .....	72 00
Mount Johnson and Versailles.....	N. Bessette.....			" " .....	29 00
New Glasgow and St. Jérôme.....	G. Bennett.....			" " .....	2 00
Pierreville and Yamaska .....	O. Larivière.....			" " .....	234 00
St. Aimé, St. Damase and St. Hyacinthe .....	Cadorette and Beaupré .....			" " .....	277 50
St. Denis and St. Ours .....	L. Giard .....			" " .....	43 50
do do .....	H. Marchessault .....			" " .....	7 75
Sabrevois and St. Jean.....	S. H. Jones.....			" " .....	4 25
Sulton Junction and Brome.....	O. Lachambre .....			" " .....	1 25
				Total.....	\$87,929 18
	Less amount withdrawn from			Guarantee Fund.....	1,290 87
					\$86,638 31

## APPENDIX B—Continued.

## NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
made within the year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Acadie and Acadie Siding.....	M. S. Barrieau..	7	3	12 months.....	93 60
Acadie and Village St. Jean. . .	G. Goguen.....	17½	1	12 " .....	14 51
Acadie Siding and Railway Station	A. Rushton.....		12	12 " .....	30 00
Adamsville and Railway Station...	P. Arseneault....	6	6	12 " .....	29 00
Albert and Brookton.....	U. Fullerton.....	5	1	12 " .....	30 00
Albert and Barrettsholm.....	T. Campbell.....	10	1	1 " (from June 1, '04)	5 83
Albert and Point Wolfe.....	G. Betts.....	20½	6	12 " .....	575 00
Albert Mine and Railway Station...	E. Woodworth....	½	12	12 " .....	40 00
Aldouane and Railway Station....	M. J. Daigle....	2	2	12 " .....	30 00
Alexandrina and Notre Dame.....	J. Gueguen.....	4	1	12 " .....	17 74
Alison and Moncton.....	J. Steeves.....	6½	1	12 " .....	27 33
Allandale and Poquiock.....	D. Connelly.....	6	1	12 " .....	21 50
Alma and Hastings.....	W. Kinnie.....	4	1	12 " .....	26 00
Anagance and Corn Hill.....	W. Dunfield.....	6	2	12 " .....	60 00
Anagance and Elgin.....	E. A. Robinson....	18	2	12 " .....	90 00
Anagance and Knightville.....	T. Elliott.....	4	1	12 " .....	23 75
Anderson and Midgie Station.....	W. W. Hicks.....	11 & 16½	2	12 " .....	123 76
Andover and Carlingford.....	J. Sloat.....	4	2	12 " .....	54 85
Andover and Hillandale.....	A. W. Sisson.....	4	2	12 " .....	40 00
Andover and Railway Station.....	J. A. Perley.....	1	12	12 " .....	50 00
Annidale, Highfield and Sheba....	J. P. Leonard.....	4 & 15	3 & 2	12 " .....	170 00
Annidale and Railway Station.....	do.....	½	3	12 " .....	30 00
Apohaqui and Erb Settlement.....	J. Wiles.....	4 & 9	1	12 " .....	48 00
Apohaqui Millstream and Collina...	G. H. Secord.....	6 & 11	6 & 3	12 " .....	260 00
Apohaqui and Railway Station.....	do.....	100 yds.	18	12 " .....	62 60
Armstrong and Waterford.....	O. Sear.....	8	1	12 " .....	50 00
Armstrong's Brook, Jaquet River and Railway Station.....	T. B. Ultican....	½ & 2½	6 & 12	12 " .....	125 00
Aroostook Junction, Four Falls and Railway Station.....	D. Murchison....	½ & 2	12 & 6	12 " .....	123 00
Avery's Portage and Railway St'n...	F. McCoombs....	1	6	12 months.....	30 00
Avonmore and Railway Station....	W. H. Harmer....	200 ft.	3	12 " .....	40 00
Back Bay and St. George.....	A. Dewar.....	11 & 8	3	12 " .....	150 00
Baie Verte and Joliceur.....	A. A. Copp.....	8	3	12 " .....	156 00
Baie Verte and Railway Station...	H. Prescott.....	½	12	12 " .....	80 00
Baillie and Merelith.....	J. W. Mann.....	4	2	12 " .....	32 00
Bairdville and Beaconsfield.....	S. Scott.....	11	2	12 " .....	86 00
Bairdville and River-de-Chute.....	B. H. Baird.....	3	3	12 " .....	52 00
Balmoral and Eel River Crossing...	Leveque and Splude.....	5	3	11 " (from Aug. 1, '04)	85 80
Barnaby River and Railway Station	T. Dalton.....	16½	12	12 " .....	35 00
Barnaby River and Semiwagan....	M. Meagher.....	4	1	12 " .....	40 00
Barrettsbolme and Elgin.....	S. Garland.....	16½	2	12 " .....	187 52
Bartholomew and Blackville.....	S. McCarthy.....	4	1	12 " .....	20 00
Bartibog and Chatham.....	J. Doyle.....	12	1	12 " .....	85 00
Bartlett's Mills and Railway Station	J. Bartlett.....	½	6	12 " .....	90 00
Basswood Ridge and St. Stephen...	Keys Bros.....	10 & 25	1	12 " .....	119 00
Bath and Kilfoil.....	H. O'Donnell....	13½	3	12 " .....	75 00
Bath and Railway Station.....	T. Bohan.....	½	12	12 " .....	100 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bathurst and Railway Station.....	C. Williamson..	2	24	12 months.....	219 53
Bathurst and Street Letter Boxes..	J. J. Roy.....	1½	24 & 18	12 " .....	150 00
Bathurst Village and Teteagouche River Station .....	N. Hachey.....	10 & 8	1	12 " .....	52 00
Bathurst Village and Youghall....	A. Anderson....	5	3	12 " .....	50 00
Bay-du-Vin, Chatham and Loggieville..	A. S. Hay.....	6 & 2	2 & 6	6 " (to Dec. 31, '03)..	162 50
do do	T. H. Fitzpatrick	6 & 2	2 & 6	6 " from " ..	162 50
Bay-du-Vin and Point Escuminac..	H. Allan.....	23	2	12 " .....	180 00
Bay-du-Vin Mills and Upper Bay-du-Vin.....	W. McCafferty..	5	1	9 " (to Mar. 31, '04)..	29 00
Bayfield and Railway Station.....	E. McClashing..	1½	6	12 " .....	101 00
Bayside and Fitzpatrick.....	R. Taylor.....	5	1	4 " (to Nov. 30, '03)..	9 59
do do	J. M. Williston..	2	1	8 " from " ..	16 33
Bayside and St. Andrews.....	J. McFarlane....	7	2	12 " .....	90 00
Baywater and Long's Cove.....	W. McRae.....	3	3	12 " .....	40 00
Beauport and Glassville.....	A. Scott.....	11	3	12 " .....	145 00
Beaumont and Rockland.....	S. J. White.....	2	6	12 " .....	90 00
Beaver Dam and Rusagornis.....	W. Haining.....	5	1	12 " .....	26 00
Beechwood and Mineral.....	E. E. Kearney..	10	2	12 " .....	65 00
Beechwood and Railway Station...	A. J. Kearney..	½	12	12 " .....	27 71
Belledune, Belledune River and Railway Station.....	J. McCurdy....	1 & 4	3 & 12	12 " .....	148 74
Bellefleur and Railway Station.....	A. De Villers....	125 yds.	12	12 " .....	25 00
Belleisle Bay and Jones Corner....	H. A. Willigar..	3	1	12 " .....	24 99
Belleisle Creek and Collina.....	W. H. Henderson	6	2	12 " .....	60 00
Belleisle Creek and Imlah.....	A. J. Gillies....	2	1	12 " .....	17 00
Belleisle Creek and Marvin.....	W. M. Kierstead	3½	1	12 " .....	18 00
Belleisle Creek and Railway Station	H. E. Scovil....	½	6	12 " .....	34 00
Belleisle Creek and Thomond.....	G. R. Smith.....	5	1	12 " .....	25 00
Bellenden and Young's Cove Road.	L. D. Ferris....	3	2	12 " .....	38 00
Belyea's Cove and Huestis Landing	M. H. Mott....	3	1	12 " .....	20 00
Ben Lomond and St. Martins.....	J. Kennedy.....	19	1	12 " .....	97 00
Benton and Railway Station.....	E. M. Laverty..	50 yds.	12	12 " .....	20 00
Benton and Speerville.....	C. Day.....	5	2	12 " .....	56 00
Bertram and Theriault.....	A. Theriault....	4	2	12 " .....	25 00
Big Cove and Narrows.....	J. W. Glendenn-ing.....	8	3	12 " .....	64 64
Biggar Ridge and Foreston.....	W. H. Staten....	4	1	12 " .....	23 00
Blacklands, River Charlo and Railway Station.....	J. Cook.....	3 & 1	3 & 12	12 " .....	120 09
Boiestown and Hayesville.....	C. W. Green....	18	2	12 " .....	142 00
Boiestown and Parker's Ridge.....	T. B. Boies....	5	2	12 " .....	55 00
Boiestown and Railway Station....	M. Campbell....	1½	12	12 " .....	20 00
Bon Accord and Kincardine.....	M. Niddrie.....	5	3	12 " .....	82 50
Bonney River Station, Elmcroft and Railway Station.....	J. P. Sullivan..	¼ & 6	12 & 1	12 " .....	106 00
Boudreau Village and St. Joseph..	F. D. LeBlanc..	9	2	9 " (to March 31, '04)	63 00
do do	T. C. Boudreau..	9	2	3 " from " ..	20 50
Boundary Creek, Railway Station and Steeves Mountain .....	T. C. Weldon..	½ & 3¾	12 & 2	12 " .....	106 00
Bourgeois and Grandique.....	J. P. Arseneau..	4	1	12 " .....	28 00
Briggs Corner and North Forks Salmon Creek.....	J. A. Currie....	4	2	12 " .....	45 00
Bristol and Glassville.....	R. Montgomery..	9	6	12 " .....	180 00
Bristol and Railway Station.....	G. L. Davis.....	½	12	12 " .....	75 00
Brookway and Flume Ridge.....	T. Noonan.....	6	1	4 " (to Oct. 31, '04)	10 00
Brookway and Harvey Station....	G. Burrell.....	22	3	12 " .....	235 00
Brooklyn Road and Midgie Station.	H. L. Richardson	3	3	12 " .....	45 00
Brookville Station and Railway Stn	J. B. McMann..	½	12	12 " .....	50 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Brownsville, Railway Station and West Scotch Settlement.....	W. N. Northrup	$\frac{1}{2}$ & $7\frac{1}{2}$	3	12 months.....	125 00
Brymer and Railway Siding.....	A. Brymer.....	100 yds.	3	9 " (from Oct. 1, '03)	0 75
Buctouche, Coates Mills and McLaughlin Road.....	W. Nowlan.....	15 & 5	2 & 3	12 " " (from Aug. 1, '03)	223 40
Buctouche and Coates Mills.....	H. M. Cormier.....	12	3	1 " (from Aug. 1, '03)	143 00
Buctouche and Railway Station.....	F. J. Cormier.....	$\frac{1}{2}$	12	12 " " (from Aug. 1, '03)	50 00
Buctouche and Richibuctou.....	A. T. LeBlanc.....	18	3	12 " " (from Aug. 1, '03)	179 00
Buctouche and St. Edeuard.....	L. Sawyer.....	$6\frac{1}{2}$	1	12 " " (to Nov. 30, '03)	35 00
Buctouche and St. Jean Baptiste.....	M. McLaughlin.....	$1\frac{1}{2}$	6	5 " " (to Nov. 30, '03)	27 08
do do.....	A. Robichaud.....	$1\frac{1}{2}$	6	7 " from " " (to Nov. 30, '03)	37 92
Buctouche and St. Maurice.....	A. M. Arseneau.....	4	1	12 " " (to Nov. 30, '03)	30 00
Buctouche and Shediac.....	J. Smith.....	24 & 26	6	7 " (to Jan. 31, '04)	250 50
do do.....	L. Hachey.....	24 & 26	6	5 " from " " (to Jan. 31, '04)	247 91
Bull Moose Hill and Springfield.....	J. H. Pickle.....	5	1	12 " " (to Jan. 31, '04)	30 00
Burnt Church and Church Point.....	J. R. Davidson.....	4	6	12 " " (to Jan. 31, '04)	92 00
Burt's Corner, Dorn Ridge and Railway Station.....	E. Burt.....	$\frac{1}{2}$ & 5	2 & 12	12 " " (to Jan. 31, '04)	70 75
Butternut Ridge and Carsonville.....	S. Perry.....	15	1	12 " " (to Jan. 31, '04)	64 00
Butternut Ridge, Hicksville and Railway Station.....	F. Freeze.....	$\frac{1}{2}$ & 6	6 & 2	12 " " (to Jan. 31, '04)	80 00
Butternut Ridge and Forks.....	B. F. Coates.....	15	2	12 " " (to Jan. 31, '04)	71 12
Black Point and Railway Station.....	S. Laughlan.....	1	6	12 " " (to Jan. 31, '04)	40 00
Black's Harbour, Pennfield Ridge and Railway Station.....	H. J. Eldridge.....	$11\frac{1}{2}$ & 2	3 & 6	12 " " (to Jan. 31, '04)	253 00
Blackville and Coughlan.....	D. A. Coughlan.....	4	2	12 " " (to Jan. 31, '04)	50 00
Blackville and Glen Porter.....	W. T. Underhill.....	13	1	12 " " (to Jan. 31, '04)	94 00
Blackville Railway Station and Underhill.....	W. Duncan.....	1 & 2	12 & 3	12 " " (to Jan. 31, '04)	70 00
Blair, Athol, Dundee and Eel River Crossing.....	R. H. Wright.....	5 & 17	3	12 " " (to Jan. 31, '04)	182 76
Blakely and Enniskillen Station.....	J. Blakely.....	3	2	12 " " (to Jan. 31, '04)	45 00
Bloomfield and Lakeville.....	J. A. Carpenter.....	5	3	12 " " (to Jan. 31, '04)	99 00
Bloomfield Station and Central Norton.....	B. C. Williams.....	$3\frac{1}{2}$	3	12 " " (to Jan. 31, '04)	59 40
Bocabec and St. Andrews.....	F. E. Foster.....	9	3	12 " " (to Jan. 31, '04)	139 00
Butternut Ridge and Thorne Brook.....	S. Perry.....	5	2	12 " " (to Jan. 31, '04)	50 00
Caledonia and Turtle Creek.....	C. Steeves.....	18	2	12 " " (to Jan. 31, '04)	97 00
Calhoun and Railway Station.....	T. B. Calhoun.....	$\frac{1}{2}$	12	12 " " (to Jan. 31, '04)	25 00
California and Four Falls.....	D. Murchison.....	$7\frac{1}{2}$	2	12 " " (to Jan. 31, '04)	48 00
Cambridge and Cody's.....	J. F. Roberts.....	8	6	12 " " (to Jan. 31, '04)	310 00
Cambridge and Gagetown.....	F. E. Wilson.....	19	3	6 " (from Jan. 1, '04)	140 00
Cambridge and Lakeview.....	R. Black.....	3	3	12 " " (from Jan. 1, '04)	56 00
Cambridge and White's Point.....	T. E. Kelly.....	2	3	12 " " (from Jan. 1, '04)	54 60
Cameron's Mills and St. Louis de Kent.....	H. Landry.....	10	2	3 " (to Sept. 30, '03)	14 75
do do.....	I. Landry.....	10	2	4 " (from Mar. 1, '04)	43 00
Cameron's Mills, St. Ignace and St. Louis de Kent.....	H. Landry.....	6 & 10	3 & 2	3 " (to Dec. 31, '03)	26 00
do do.....	I. Landry.....	6 & 6	3 & 2	2 " (to Feb. 29, '04)	17 33
Campbell's Settlement and Lower Southampton.....	L. Stairs.....	$8\frac{1}{2}$	2	12 " " (to Sept. 30, '03)	75 00
Campbellton and Maple Green.....	J. Hocquard.....	5	3	3 " (to Sept. 30, '03)	19 50
Campbellton and McKendrick.....	G. Cumming.....	$10\frac{1}{2}$	1	5 " (from Feb. 1, '04)	22 92
Campbellton and Railway Station.....	do.....	1	30	12 " " (from Feb. 1, '04)	197 00
Campbellton and Seven Mile Ridge.....	do.....	7	1	7 " (to Jan. 31, '04)	20 42
Canaan Station and McLean.....	E. LeBlanc.....	19	2	12 " " (to Jan. 31, '04)	99 00
Canaan Station and Railway Stn.....	J. I. Bernard.....	$\frac{1}{8}$	12	12 " " (to Jan. 31, '04)	20 00
Canaan Station and Richardville.....	H. B. Gaudet.....	7	1	12 " " (to Jan. 31, '04)	24 50
Canobie and Clifton.....	W. Glendinning.....	3	1	12 " " (to Jan. 31, '04)	20 20

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Canous and Oak Hill.....	W. E. Spearin..	5	2	7 mos. (from Dec. 1, '03)	23 33
Canterbury Station and Dow Settlement.....	S. H. Dow.....	5	2	12 "	50 00
Canterbury Station and North Lake	O. Buckingham..	22	2	12 "	236 00
Canterbury Station and Railway Station.....	J. S. Law.....	$5\frac{1}{8}$	12	12 "	60 00
Cape Pele and Le Blanc.....	S. M. Richard..	5	2	12 "	53 34
Cape de Moisselle Creek and Railway Station.....	J. Wilson.....	$5\frac{1}{8}$	12	12 "	25 00
Cape Spear and Railway Station.....	A. Seamon.....	5	3	12 "	62 40
Cape Tormentine and Railway Stn.	J. R. Barry.....	$\frac{1}{8}$	12	12 "	15 00
Cape Tormentine and Sackville.....	B. C. Rayworth..			Special service.....	216 00
Caraquet and Lower Caraquet.....	J. R. Chaisson..	5	6	12 "	80 00
Caraquet and St. Simon.....	J. Lantaigne.....	$9\frac{1}{2}$	1	12 "	30 60
Caraquet and Tracadie.....	F. F. Barry.....	22	6	6 " (to Dec. 31, '03)	155 00
do do.....	M. L. Arseneau..	22	6	6 " from "	155 00
Caron Brook and Lake Baker.....	B. Ouellette {	6 & 6-5	1 & 1-2	12 "	53 00
Carroll's Crossing and Railway Stn.	A. O'Donnell...	5	2	12 "	16 00
Central Blissville and Railway Siding.....	L. B. Smith.....	$\frac{1}{3}$	6	12 "	48 00
Central Hampstead and Hibernia..	I. A. Gardiner..	3	2	12 "	28 00
Central Waterville and Tempeance Vale.....	R. Murdock.....	$3\frac{3}{4}$	2	12 "	37 49
Centreville and Charleston.....	C. Wilkinson.....	$5\frac{1}{2}$	3	12 "	94 60
Centreville and Goods Corner.....	A. Beckwith.....	4 & 7	3	12 "	100 00
Centreville and Knoxford.....	do	4 & 7	3	12 "	95 00
Centreville and Railway Station.....	C. Wilkinson.....	5	6	12 "	154 88
Centreville and Royalton.....	A. Beckwith.....	6	3	12 "	79 00
Chambers Settlement and Foster's Croft.....	T. Morrissey.....	5	1	12 months.....	29 00
Chance Harbour and Lepreaux.....	W. Boyne.....	16	3	3 " (to Sept. 30, '03).	40 68
do do.....	R. Mawhinney..	16	3	9 " from "	217 50
Charlo Station and Upper Charlo..	W. Craig.....	$2\frac{1}{2}$	6	12 "	70 00
Chatham and Douglasfield.....	T. King.....	5	1	12 "	25 00
Chatham, Laketon and Upper Bay du Vin.....	R. McNaughton..	16 & 21	2 & 1	12 "	154 49
Chatham and Railway Station.....	T. Fitzpatrick..	1	3	12 "	210 00
Chatham and Tracadie.....	P. Archer.....	$55\frac{1}{2}$	6	3 " (from April 1, '04)	745 76
do do.....	W. J. Grant.....	$55\frac{1}{2}$	6	3 " (to Dec. 31, '03)	390 00
Chelmsford and Railway Station.....	G. Harper.....	$\frac{1}{2}$	12	12 " (from Jan. 1, '04)	50 00
Cherryfield and Moncton.....	D. R. McKinnon..	$4\frac{1}{4}$	2	12 "	25 00
Chipman and Dufferin.....	D. Rae.....	4	2	12 "	40 00
Chipman, Gaspereaux and Upper Gaspereaux.....	A. Darrah.....	$5\frac{1}{2}$ & 8	6 & 3	12 "	190 12
Chipman and Harley Road.....	E. Orchard.....	8	2	12 "	90 00
Chipman and Kingscroft.....	J. Harrison.....	6	2	9 " (to Mch. 31, '04).	39 00
Chipman and Lintons.....	J. H. Wilson.....	12	2	15 days (from June 15, '04)	6 25
Chipman and Newcastle Bridge.....	do.....	18	2	12 months.....	172 50
Chipman and Railway Station.....	N. Orchard.....	$\frac{1}{2}$	12	10 " 17 days (from Aug. 15, '03)...	21 87
Chocolate Cove, Fairhaven and Lord's Cove.....	G. Wentworth..	11	3 & 2	12 "	100 00
Church Hill and River View.....	E. Bailey.....	2	2	12 "	40 00
Clair and Crockett.....	L. Blanchette..	$2\frac{1}{2}$	2	2 " (to Aug. 31, '03).	5 83
Clair and Fort Kent (Me).....	J. Long.....	$\frac{1}{2}$	12	12 " ( $\frac{1}{2}$ cost of service)	50 03
Clarendon Station and Railway Stn.	G. S. Lacey.....	$\frac{1}{2}$	6	12 "	40 00
Clear View and Railway Station.....	S. Bishop.....	3	6	12 "	140 00
Clifton and Grey's Mills.....	J. Rodgers.....	15	3	12 "	139 00
Clifton and Rothesay.....	G. S. Pettingell..	5	6	12 "	134 00
Clinch's Mills and Gooseberry Cove	R. Ferguson.....	4	2	12 "	65 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clinch's Mills and Railway Crossing	T. S. Clinch	$\frac{1}{8}$	12	12 months	26 00
Cloverdale East and Smith's Corner	R. H. Morgan	6	3	"	75 00
Clover Hill and Sussex	R. Cole	15	2	"	138 00
Coal Branch Station and Railway Station	J. T. Swift	$\frac{1}{16}$	12	"	48 00
Coal Creek and Coal Mines	W. L. Durland	4	2	"	26 00
Coal Creek and Railway Station	M. E. Weaver	$\frac{1}{16}$	12	"	10 00
Coal Creek and Upper Coal Creek	do	4	1	"	25 00
Cocagne and Cocagne Cape	D. Gueguen	4	1	" and arrears	45 00
Cocagne and Notre Dame	E. Bilodeau	6	3	"	90 00
Cody's and Cole's Island	E. Starkey	6 & 11	6	"	175 51
Cody's and Jenkins	I. V. B. Hetherington	2	3	"	39 50
Cold Brook and Railway Station	J. J. O'Neill	$\frac{1}{8}$	12	"	30 00
Coldstream and Hartland	S. S. Page	5	3	"	90 00
Coldstream and Knowlesville	J. W. Foster	18 & 23 $\frac{1}{2}$	3	"	225 00
Coles Island and Forks	R. W. Hetherington	17	2	"	147 81
College Bridge and Railway Station	D. F. Richard	$\frac{1}{2}$	12	"	75 00
Collette and Rogersville	M. Gionet	4	1	"	20 00
Connell and Florenceville	W. A. Taylor	4	3	"	59 69
Connors and Mouth of St. Francis	E. Ouellette	3 $\frac{1}{2}$	3	"	58 50
Cork Station and Railway Station	W. Murphy	$\frac{1}{8}$	6	"	16 00
Cormier's Cove, St. Joseph and Railway Station	V. J. Landry	1 & 2	12 & 2	"	108 50
Coronation and Railway Siding	G. W. Bishop	$\frac{1}{8}$	3	"	25 00
Coxe's Point, Cumberland Point and The Range	H. O. Branscombe	3, 5 & 7 $\frac{1}{2}$	2 & 3	"	85 00
Cross Creek and Green Hill	A. Waugh	4	2	"	60 00
Cumberland Bay and Railway Stn.	H. O. Branscombe	$\frac{1}{4}$	3	"	36 00
Curryburg and Stanely	A. L. Currie	6 $\frac{3}{8}$	2	" (from May 1, '04)	9 17
Curryville and Railway Station	J. A. Beaumont	$\frac{1}{8}$	12	"	45 00
Dalhousie and Point La Nim	J. Nolan	3	3	"	52 00
Dalhousie and Railway Station	J. Duncan	$\frac{1}{4}$	24	"	127 28
Dalhousie Junct. and Railway Stn.	T. Robinson	$\frac{1}{16}$	12	"	50 00
Damascus and Smithtown	W. B. Smith	3	1	"	29 00
Dawson Settlement and Hillsborough	L. S. Jonah	8	2	"	75 00
Debec and Monument Settlement	J. Alexander	21 & 14	3	"	210 00
Debec and Railway Station	A. Harron	$\frac{1}{4}$	12	"	29 49
Derby and Railway Station	M. Parker	$\frac{1}{4}$	12	" (to Mch. 31, '04).	45 00
do do	E. L. Parker	$\frac{1}{4}$	12	" from "	15 00
Doaktown and Railway Station	I. H. Swim	$\frac{1}{8}$	12	"	24 00
Dobson's Corner and Petitcodiac	W. Bleakney	13	2	"	203 67
Donegal, Waterford and Sussex	C. Crothers	8 & 12	1 & 3	"	204 20
Dorchester and Fairview	S. T. Blenis	3 $\frac{1}{2}$	1	"	19 00
Dorchester and Middletown	D. W. Tingley	2	6	"	67 50
Dorchester and Railway Station	S. W. Tingley	$\frac{1}{2}$	36	"	350 00
Dorchester and Rockport	R. Ward	12	2s 3w	"	160 00
Dorchester and Woodhurst	B. Card	5	1	"	25 00
Dorchester Crossing and Ry. Station	J. P. Bellevue	$\frac{1}{2}$	4	" (from Oct. 1, '03)	11 25
Dorchester Crossing, Railway Station and Scadouc	P. P. Pullerain	$\frac{1}{2}$ & 2 $\frac{1}{2}$	2	"	55 00
Douglas and Railway Station	E. Currie	$\frac{1}{16}$	3	"	30 00
Douglastown and Newcastle	J. Troy	5	6	"	170 00
Dover and Moncton	T. B. Steeves	15 $\frac{1}{2}$	3	"	176 58
Downeyville and Hatfield Point	E. Kellier	7	2	"	67 00
Downeyville and Tootleton	W. L. Pickett	12	2	"	79 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Doyle's Brook and Railway Station	J. Gratten.....	4	3	12 months.....	70 00
Doyle's Settlement, Lorne and River Louison	T. Hayes.....	3 & 7	1 & 2	12 "	54 00
Dumbarton Station and Railway Station	W. Saunders .....	$\frac{1}{16}$	6	12 "	40 00
Dungiven and Memramcook	E. W. Toole.....	$\frac{1}{4}$	1	12 "	25 00
Durham Bridge and Ry. Station	R. Abernethy....	$\frac{1}{2}$	12	12 "	35 0
Durham Centre and Jacquet River.	W. M. Furlotte..	$1\frac{1}{4}$	12	12 "	95 0
East Glassville and Highlands	A. McKenzie....	$2\frac{1}{2}$	3	12 "	40 00
East Newbridge and Woodstock	E. Hartin .....	$7\frac{1}{8}$	2	2 " (to Aug. 31, '03).	14 66
East Waterville and Temperance Vale	I. E. Pike.....	$2\frac{1}{2}$	2	12 "	30 00
Edmundston and Railway Station	A. Babin.....	$\frac{3}{4}$	12	12 "	95 00
Edmundston and Upper Madawaska (Me)	D. Sirois.....	3	6	6 " and 21 days (to Jan. 21, '04)..	13 40
do do	F. Albert.....		5	" 10 days (from Jan. 21, '04) ..	26 49
Eel River Crossing and Railway Station	L. Splade.....	$\frac{1}{16}$	12	12 "	50 00
Elgin and Fir Grove	T. Carty.....	$\frac{1}{4}$	1	12 "	30 00
Elgin and Flint Hill	J. C. Gildart....	17 & 12	2	6 " (to Dec. 31, '03)..	62 50
do do	F. W. Steeves..	17 & 12	2	6 " from "	87 50
Elgin and Pleasant Mount	C. Henderson....	$\frac{1}{5}$	1	12 "	35 00
Elgin and Railway Station	J. Garland.....	$\frac{1}{2}$	6	12 "	33 40
Ellenstown and Millerton	J. Tweedie.....	$\frac{1}{2}$	2	12 "	35 00
Elmsville and Railway Siding	J. H. Dyer.....	$\frac{1}{16}$	12	12 "	60 00
Elm Tree and Railway Siding	J. Doucet.....	$\frac{1}{2}$	12	12 "	40 00
Emerson and Fords Mills	J. McG. Powell..	8	2	12 "	79 00
Enniskillen and Grand Falls	C. O'Regan.....	$3\frac{1}{2}$	1	12 "	30 00
Enniskillen Station and Railway Station	B. McAloon.....	$\frac{1}{2}$	6	12 "	28 00
Evans and Young's Cove	D. W. Herrington	9	3	12 "	54 00
Exmore and Red Bank	F. Murphy.....	3	1	12 "	30 00
Fairville and Railway Station	C. F. Tilton....	$\frac{1}{8}$	18	12 "	100 00
Ferguson's Point and Main Post Road	W. Ferguson....	$\frac{3}{4}$	6	12 "	40 00
Ferndale and Hillside	B. Calwell.....	2	1	12 "	20 00
Flatlands and Railway Station	W. Gillis.....	$\frac{1}{2}$	6	12 "	55 00
Florenceville and Lower Greenfield	A. Shannon.....	$3\frac{1}{2}$	3	8 " (to Mch. 1, '04)..	30 00
do do	R. Shannon.....	$3\frac{1}{2}$	3	4 " from "	15 00
Florenceville and Railway Station	H. B. Taylor....	1	12	12 "	124 00
Florenceville and Summerfield	G. Green.....	13	3	12 " (from Nov. 1, '03)	129 00
Florenceville East and Upper Peel	N. Moore.....	1	6	12 "	40 00
Flume Ridge and Laurence Station	P. J. Anderson..	8	2	8 " (from Nov. 1, '03)	69 33
Foley Brook and Salmonhurst	J. Poulsen.....	5	2	12 "	50 00
Forest Hill and Main Post Road	G. T. Steeves....	4	2	12 "	18 00
Forks and Ida	C. Keirstead....	5	1	12 "	25 00
Four Roads and Inkerman	M. Gibbs.....	$3\frac{1}{2}$	2	12 "	35 00
Fox Creek and Moncton	J. J. Godette....	$12\frac{1}{2}$	3	6 " (to Dec. 31, '03).	51 82
do do	E. LeBlanc.....	$12\frac{1}{2}$	3	6 " from "	57 50
Fredericton and Hampton	S. Bird.....	22	2	12 "	194 00
Fredericton and Hanwell	P. Lucy.....	10	1	12 "	80 00
Fredericton and Letter Boxes	W. J. McGinn....	$3\frac{3}{4}$	12	12 "	149 00
Fredericton and Lower St Marys	H. J. Phair.....	6	2	12 "	90 00
Fredericton and Meductic	J. Macpherson..	51	3	12 "	445 00
Fredericton, Nashwaak, and St Mary's Ferry	M. W. Ryan....	$1\frac{1}{2}$	6 & 12	12 "	156 48

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Fredericton and Nasonworth.....	D. D. Nason.....	9 $\frac{1}{2}$	1	12 months.....	38 00
Fredericton and Railway Station..	C. J. Kelly.....		48	12 ".....	234 74
Fredericton and Railway Station..	J. Macpherson.....		24	6 " (to Dec. 31, '03)..	62 44
do do	J. E. Keith.....		24	6 " from ".....	64 97
Fredericton Junction and Railway Station.....	J. Shehan.....	25 yds.	24	12 ".....	40 00
Fredericton Road, Harewood and Salisbury.....	A. J. Wood.....	8 & 13	2 & 1	5 " (to Nov. 30, '03).	25 83
do do	W. W. Wilson.....	8 & 13	2 & 1	7 " (from Nov. 30, '03)	57 17
French Village and Railway Station.	M. A. Bater.....	4	2	12 ".....	60 00
Gagetown and Narrows.....	F. E. Wilson.....	19	3	6 " (to Dec. 31, '04)..	140 00
Gagetown and Upper Gagetown.....	J. N. Dickie.....	8	3	3 " (from Apr. 1, '04)	65 00
Gagetown and Welsford.....	W. P. Simpson.....	28	3	12 ".....	355 00
Gagetown and Westfield.....	W. H. Bulvea.....	44	3	12 ".....	645 00
Gallagher and Railway Siding.....	J. T. Price.....	2	2	12 ".....	25 00
Gaspereaux and Lakestream.....	R. Bishop.....	12	1	12 ".....	49 85
Gaspereaux Station and Railway Station.....	J. Mooney.....	1	6	12 ".....	60 00
Gaspereaux Station and Scotts Brook.....	W. H. Jones.....	6	2	12 ".....	44 44
Gaythorne and Tabusintac.....	G. Buchanan.....	4 $\frac{1}{2}$	1	12 ".....	35 00
Gibson and Railway Station.....	B. H. Babbitt.....	3	24	12 ".....	80 00
Gibson, Railway Station Blissfield and Moran.....	J. Robinson.....	1 $\frac{1}{2}$ 3 & 2	12 & 6	12 ".....	150 00
Gladstone and Kintore.....	W. Watt.....	9	3	12 ".....	156 00
Gladwin and Red Rapids.....	J. E. Brooks.....	4	3	12 ".....	60 00
Glassville and Kennett.....	R. Gray.....	5 $\frac{1}{2}$	3	10 " (from Sept. 1, '03)	55 00
Glassville and Rutherglen.....	R. Gray.....	4	3	2 " (to Aug. 31, '03).	8 00
Goose Creek and Shepody Road.....	J. Prescott.....	10	1	12 ".....	75 00
Gordonsville and South Gordonsville.....	R. Stickney.....	4	2	6 " (to Dec. 31, '03).	16 50
do do	F. Pelkie.....	4	3	6 " from ".....	27 75
Grafton and Woodstock.....	J. Ralston.....	1 $\frac{1}{2}$	6	12 ".....	68 00
Grainfield and Renou's Bridge.....	M. Kehoe.....	8	2	12 ".....	98 00
Grand Ance and Mizonette.....	S. Poirier.....	8	2	12 ".....	74 88
Grand Bay and Railway Station.....	D. M. Hamm.....	4	6	12 ".....	44 00
Grand Falls and Grand Falls Portage.....	P. O. Mulherin.....	12 $\frac{1}{2}$	2	3 " (to Sept. 30, '03).	25 75
do do	J. T. Mulherin.....	12 $\frac{1}{2}$	2	9 " from ".....	77 25
Grand Falls and Payne Settlement.	G. A. McMillan.....	24 $\frac{1}{2}$ & 16	2	12 ".....	175 00
Grand Falls and Railway Station..	J. J. Kelly.....	$\frac{1}{2}$	12	12 ".....	45 00
Grand Falls and St. Amands.....	S. St. Amand.....	11	2	12 ".....	135 00
Grand Harbour and Whitehead.....	A. Dakin.....	6	2	12 ".....	100 00
Grattan and Upper Neguac.....	J. Stewart.....	3 $\frac{1}{2}$	2	12 ".....	40 00
Great Shemogue and Shediac.....	V. R. Bourdreau.....	24 & 26 $\frac{1}{2}$	6	12 ".....	540 00
Green Lake and Woodstock.....	E. Hartin.....	11 $\frac{1}{2}$	2	7 " (to Mch. 31, '04).	74 67
do do	R. A. Ballentine.....	11 $\frac{1}{2}$	2	3 " (from Mch. 31, '04)	38 25
Green Point and Railway Siding.....	G. A. Fournier.....	1	6	12 ".....	40 00
Green River and Railway Siding.....	G. A. Lynch.....	100 yds.	12	12 ".....	40 00
Guimond and St. Louis de Kent.....	D. J. Guimond.....	5	1	12 ".....	40 00
Halcomb and Red Bank.....	E. Matthews.....	8	2	12 ".....	100 00
Hammond Vale and Londonderry.....	W. Fowler.....	8	1	12 ".....	52 00
Hampton and Ossekeag.....	J. Bovaird.....	1	6	12 ".....	58 90
Hampton and Urquharts.....	H. Piers.....	13	2	12 ".....	125 00
Hanfords Brook and Upham.....	J. Tracy.....	5	2	12 ".....	43 30
Harcourt and Lakestream.....	L. J. Wathen.....	22	1	12 ".....	160 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Harcourt, Railway Station and Richibucto	J. B. Miller....	36, 30 $\frac{1}{8}$	6 & 24	12 months.....	1,037 00
Hardingville and Quaco Road....	J. Kirkpatrick....	4	2	12 "	53 48
Harrisville and Lewisville.....	J. L. Lockhart....	3	2	12 "	25 00
Hartland and Railway Station.....	J. Barnett.....	$\frac{1}{8}$	12	12 "	75 00
Hartland and Somerville.....	J. McGee.....	1	6	12 "	109 00
Harvey Station and Railway Station	D. Glendinning....	50 yds.	12	12 "	40 00
Harvey Station and Yoho.....	R. Coffee.....	8	1	12 "	48 00
Hatfields Point and Morton Station	E. Kellier.....	10	6	12 "	223 75
Hatfields Point and Wickham.....	J. M. Denton....	18	3	12 "	240 00
Head of Millstream, Perry Settlement and Sussex.....	E. Hayes.....	5 & 20	1 & 2	12 "	141 28
Head of Tide and Railway Station.	H. C. Gillis....	$\frac{1}{10}$	6	12 "	80 00
Head of Tide and Robinsonville....	do.....	22 $\frac{1}{2}$	2	12 "	206 00
Hebert and Sweeneyville.....	A. L. LeBlanc....	4	2	12 "	20 00
Heron Island and New Mills.....	W. Maxwell.....	3	1	12 "	36 00
Hillsborough and Lower Cape.....	T. Ross.....	9	6	12 "	200 00
Hillsborough and Railway Station.	B. Steeves.....	$\frac{1}{10}$	12	12 "	80 00
Hillsborough and Rosevale.....	H. J. Stevens....	13	3	12 "	144 00
Hillsdale and Mackville.....	M. McIntyre....	3	1	12 "	30 00
Hillsdale and Sussex.....	S. P. Kyle.....	17	3	12 "	228 00
Holderville and Milledgeville.....	H. A. Currie....	21 & 17	6 & 3	12 " and special service	606 30
Hopewell, Hopewell Hill and Railway Station.....	G. W. Newcombe	1 & $\frac{1}{2}$	6 & 12	6 " (to Dec. 31, '03)...	55 00
do do.....	C. L. Peck.....	1 & $\frac{1}{2}$	6 & 12	6 " from " ".....	55 00
Hopewell Cape and Railway Station	W. E. Calhoun....	3 $\frac{1}{2}$	6	12 "	140 00
Hopewell Hill and Memel.....	R. S. Woodworth	7 & 5	1	12 "	37 00
Hopper and Parkindale.....	W. S. Hopper....	6	2	1 " (to July 31, '03)...	4 17
Hopper and Salisbury.....	A. W. Leeman....	18	1 & 2	11 " from " ".....	124 59
Hoyt Station and Juvenile Settlement.....	W. H. Wallace....	13 & 17 $\frac{1}{2}$	2	12 "	101 66
Hoyt Station and Railway Station.	A. W. Mersereau	$\frac{1}{2}$	12	12 "	70 00
Indian Mountain and Moncton.....	H. Renton.....	19	2	12 "	145 00
Irishtown and LeBlancville.....	W. Sullivan....	5	1	12 "	30 00
Irishtown, Railway Station and New Scotland.....	do.....	1 $\frac{1}{2}$ & 13	6 & 2	12 "	190 00
Ironbound Cove and Railway Siding	W. Lucas.....	$\frac{1}{4}$	2	3 " (from Apr. 1, '04)	2 50
Jacksonville and Woodstock.....	J. H. Harvey....	4	6	12 "	100 00
Jacquet River and Mitchell's Settlement.....	F. Arseneau....	5	2	6 " (to Dec. 31, '03)...	20 00
do do.....	J. Doucet.....	4	2	6 " from " ".....	15 00
Jemseg and Mouth of Jemseg.....	S. C. Burns.....	3 $\frac{1}{2}$	3	12 "	52 26
Jemseg and Young's Cove Road...	L. D. Ferris....	19	6	12 "	458 00
Jolicure, Westmoreland Point and Railway Station.....	W. W. Copp.....	7 & 1	6 & 12	12 "	181 00
Kent Junction and Railway Station	J. Horton.....	$\frac{1}{4}$	12	12 "	30 00
Kerry and New Ireland Road.....	J. E. Teahan....	5	1	12 "	18 00
Kent Lake and Railway Siding.....	S. DesRoches....		3	" (from Apr. 1, '04).	2 50
Keswick Ridge, Mouth of Keswick, Upper Haynesville and Upper Keswick Ridge.....	J. Harrigan....	725 & 32	1 & 2	12 "	332 00
Kilburn and Kintore.....	D. Watt.....	6	3	12 "	100 00
Kilburn and Muniac.....	C. I. Pickett....	1	6	12 "	65 00
Kilburn and Railway Station.....	B. Kilburn.....	$\frac{1}{8}$	12	12 "	35 00
Kingslear and New Market.....	D. Murphy.....	5	1	12 "	39 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kingston Kings, Reeds Point and Railway Station.....	L. Scribner.....	3 & 5	6	12 months.....	199 51
Kingscroft and Railway Siding.....	do	4	2	3 " (from Apr. 1, '04).	2 50
Kingston Kings and The Bluffs.....	J. L. Kierstead..	3	2	12 " .....	30 00
Kirkwood and Railway Siding.....	W. Kirk.....	50 yds.	6	12 " .....	15 00
Knoxford and Upper Knoxford.....	R. Longstaff....	4	3	12 " .....	96 06
Kouchibouguac and Kouchibouguac Beach .....	J. Sullivan.....	9	2	12 " .....	53 00
Kouchibouguac and Laketon.....	M. Flanagan....	6	1	12 " .....	20 00
Kouchibouguac and Point Sapin.....	J. Sullivan.....	20 20 21	1 1 1	12 " .....	61 00
Kouchibouguac and Richibucto.....	W. H. Wathen..	12	6	12 " .....	230 00
Lake George and Prince William Station.....	A. McLean.....	22	2	12 " .....	123 51
Lakeville Corner and Newcastle Bridge.....	J. D. Bridges....	18	2	12 " .....	144 00
Laneque and Miscou Light House.	T. Ward.....	27	3	12 " .....	375 00
Laneque and Shippigan.....	P. P. DeGrace..	7	4	3 " 21 days (to Oct. 21, '03).....	22 11
do do .....	D. E. Savoy....	7	4	8 " 10 d. from " ..	96 31
Landry and Upper Pockmouche....	L. G. Landry....	5	1	12 " .....	23 00
Lawrence Station and Railway Stn.	E. Taylor.....	1	12	12 " .....	52 00
Ledge and St. Stephen.....	N. Maloney....	4	3s. 2w.	12 " .....	65 00
Legere and Portage River.....	L. Mauzeroll....	2	3	12 " .....	30 00
Lepreaux and New River Mills.....	R. Travis.....	7	2	12 " .....	32 00
Lepreaux and Railway Station.....	H. P. Reynolds..	13	12	12 " .....	40 00
Lever and Oak Bay.....	H. Reid.....	6 3/4	2	12 " .....	48 00
Lime Hill and Main Post Road.....	T. Scribner....	2	1	12 " .....	20 00
Lime Hill and Stanley.....	J. T. Pringle....	2	1	12 " .....	25 00
Lincoln and Oromocto.....	R. Brennan.....	4	3	12 " .....	65 00
Lisson and Markhamville.....	T. Lisson.....	3 1/2	1	12 " .....	20 00
Little Lake and Tracy Station.....	J. Duplissia....	11	1	12 " .....	60 00
Long Point and Springfield.....	E. Kellier.....	7 & 10	2	12 " .....	84 00
Lorneville, Railway Station and Sea View.....	M. Driscoll.....	3 & 6 1/2	5 & 3	9 " (from Oct. 1, '03)	138 75
Lower Brighton, Newburgh J'ction, Pembroke and Newburgh.....	B. McKinney....	3 & 6	6 & 2	12 " .....	150 00
Lower Millstream and Parlee Settlement .....	G. S. Sharpe....	6 & 5	1	12 " .....	39 00
Lower Nappan and Point au Car....	A. Campbell....	5 1/4	2	12 " .....	52 32
Lower Turtle Creek and Turtle Creek	R. H. Fillmore..	3	1	12 " .....	15 00
Ludlow and Railway Station.....	A. Hovey.....	3	12	12 " .....	20 00
McAdam and Railway Station.....	J. W. Green.....	1	as req.	12 " .....	290 00
McDougall and Railway Station....	J. A. McDougall	2	12	12 " .....	35 00
McKee's Mills and Railway Station	J. S. McKee.....	4	12	12 " .....	20 00
McNamee and Railway Station.....	E. M. Donalds..	4	12	12 " .....	44 00
Malakoff and Seaduc.....	E. Foster.....	3 1/2	2	12 " .....	30 00
Malden and Railway Station.....	M. Sweeney.....	1 1/2	3	12 " .....	33 00
Manners, Sutton and Tweedside....	A. Dorcas.....	4	3	12 " .....	75 00
Mannhurst and Petitcodiac.....	R. F. Keith.....	8 1/2	2	12 " .....	124 24
Maple Green and Dalhousie Jet.....	W. LeBlanc....	2	3	9 (from Oct. 1, '03).....	41 25
Maplehurst, Upper Kent and Railway Station .....	A. A. Hawthorne	3 & 1/2	2 & 12	12 " .....	110 00
Maplewood and Millville.....	J. Johnston....	5	2	12 " .....	52 00
Mars Hill and River de Chute.....	S. Bishop.....	5	1	12 " .....	19 51
Martins and Railway Station.....	P. Martin.....	4	12	12 " .....	78 26

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Marysville and Railway Station...	G. W. Foster...	$\frac{1}{2}$	24	12 months.....	60 00
Maugerville and Upper Maugerville	W. H. Bent....	5	6	Season 1903-'04.....	65 00
Meadows and Railway Station....	G. F. Beach....	20 yds.	12	12 months.....	20 00
Meadows and Tower Hill.....	G. A. Lindsay...	2	2	12 ".....	36 36
Meductic and Woodstock.....	G. A. Chase....	12	6	12 ".....	293 00
Melrose and Railway Station.....	B. Corrigan....	$\frac{1}{2}$	6	12 ".....	50 00
Memramcook and Memramcook					
East.....	J. F. Richard...	2 $\frac{1}{2}$	2	12 ".....	45 00
Memramcook and Memramcook					
West.....	S. J. Patrick....	2 $\frac{1}{2}$	2	12 ".....	75 00
Memramcook and Railway Station.	T. D. Melanson.	1	6	13 ".....	120 00
Mercer and Norton.....	G. A. Langell...	3 $\frac{1}{2}$	1	12 ".....	18 00
Middle Simmonds, Somerville and					
Avondale.....	A. R. Foster....	3 & 8	6 & 3	12 ".....	175 00
Midgie Station and Railway Stn...	C. Hicks.....	40 yds.	6	12 ".....	10 00
Milford, Railway Station and Pleasant Point.....	J. Irvine.....	1 $\frac{1}{10}$ & 1	12	12 ".....	75 00
Mill Brook and Narrows.....	M. D. Hughes...	4	2	9 " (to Mch. 31, '04).....	21 98
do.....	E. L. Hughes...	4	2	3 " from ".....	13 00
Millidgeville and St. John.....	J. B. Hamm....	4	6	12 ".....	125 20
Millerton and Railway Station....	G. Vanderbeck..	$\frac{1}{2}$	12	12 ".....	40 00
Millstream and Mount Hebron....	S. Ryan.....	5	2	9 " (to Mch. 31, '04).....	53 82
do.....	J. Keahan.....	5	2	3 " from ".....	17 94
Milltown and St. Stephen.....	Hardy & Bridges	2	18	12 ".....	160 00
Millville, Railway Station and Temperance Vale.....	H. McKenna....	$\frac{1}{2}$ & 7 $\frac{1}{2}$	12 & 3	12 ".....	180 00
Miscou Harbour and Wilson's Point.....	P. Wilson.....	6	2s 1w	12 ".....	55 00
Mispec and St. John.....	J. B. Hamm....	9	6	12 ".....	280 00
Moncton and Railway Station....	R. J. Duffy.....	$\frac{1}{2}$	12	12 ".....	75 00
do.....	W. Steeves....	1	72	12 ".....	390 00
Moncton and Stoney Creek.....	A. P. Smith....	8 $\frac{1}{2}$	2	12 ".....	103 08
Moncton and Street Letter Boxes.	R. J. Duffy.....	1	12	12 ".....	149 00
Moncton and Upper Coverdale....	S. D. Magee....	14	3	12 " (and arrears).....	210 74
Moncton Road and Shediac.....	R. Bateman....	6	1	12 ".....	40 00
Moore's Mills and Oak Hill.....	J. W. Mann....	14	3	12 ".....	136 00
Moore's Mills and Railway Stn....	A. Cormick....	$\frac{1}{16}$	12	12 ".....	75 00
Morehouse, Shinnickburn, Upper Blackville and Ry. Stn.....	H. Morehouse..	7 $\frac{1}{2}$ & 2	2 & 6	12 ".....	127 50
Mount Carmel and St. Fabien....	M. F. Martin...	4	1	12 ".....	20 00
Mountain Dale and Snider Mountain.....	G. H. Keirstead.	4	1	12 ".....	45 00
Mount View and Upper Sackville..	E. A. Wheaton..	3	1	12 ".....	16 80
Mountville and Railway Station...	R. C. Butterfield	$\frac{1}{2}$	12	12 ".....	20 00
Mouth of Keswick and Ry. Station	H. F. Dunphy...	$\frac{1}{2}$	12	12 ".....	60 00
Mouth of Keswick and Woodstock.	E. Ebbett.....	6	2	12 ".....	680 00
Musquash and Railway Station....	J. Reed.....	$\frac{1}{4}$	12	12 ".....	30 00
Nashwaak Bridge and Ry. Station.	J. T. McBean...	$\frac{1}{4}$	12	12 ".....	60 00
Nashwaak Village and Ry. Station.	C. Forbes.....	1 $\frac{1}{2}$	12	12 ".....	50 00
Nauwigewauk and Railway Station.	T. P. Treneman.	$\frac{1}{8}$	12	12 ".....	36 00
Nelson Reserve and South Nelson..	M. Whalen.....	6	2	12 ".....	67 00
Nerapis Station and Ry. Station...	M. O. McKenzie	$\frac{1}{2}$	12	12 ".....	25 00
Nerapis Station and Round Hill...	do.....	12	1	12 ".....	75 00
Newcastle and Railway Station....	R. H. Grembley	1	24	12 ".....	185 00
Newcastle and Red Bank.....	G. Brown.....	15	3	12 ".....	272 00
Newcastle and Renous Bridge.....	do.....	17	3	12 ".....	270 00
Newcastle and Sevogle.....	J. O'Shea.....	25	1	12 ".....	140 00
Newcastle Bridge and Ry. Station.	K. Yeomans....	$\frac{1}{2}$	6	5 " (from Feb. 1, '04).....	8 33
Newcastle Creek and Sheffield....	J. C. Simmons..	32	2	12 ".....	237 92



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Mills and Railway Station....	W. Flann.....	$\frac{1}{4}$	12	12 months.....	60 00
Newton and Sussex.....	T. M. Durham.....	10 & 12	3	12 ".....	175 64
Newton and White's Mountain....	M. Hanley.....	3	1	12 ".....	25 00
Nictau and Riley Brook.....	C. Simons.....	6	2	9 " (to Mch. 31, '04).....	42 00
Nigado and Railway Station.....	C. H. Roy.....	$\frac{1}{2}$	12	12 ".....	40 00
Nixon and Turtle Creek.....	L. A. Wilson.....	4	2	12 ".....	35 00
Northfield and Railway Station....	S. McLeod.....	1 $\frac{1}{2}$	2	15 d. (from June 15, '04).....	0 63
North Head and Seal Cove.....	W. N. McLean.....	12	3 & 4	12 months.....	250 00
North View and Plaster Rock.....	J. H. Weaver.....	7	2 & 3	12 ".....	149 17
Norton Dale and Railway Station....	A. C. Faucett.....	2 $\frac{1}{2}$	2	12 ".....	38 51
Notre Dame and Poirier.....	J. Gueguen.....	6	1	12 ".....	22 00
Notre Dame and Railway Station....	M. Bourque.....	$\frac{1}{2}$	12	12 ".....	35 00
Oak Bay and Railway Station.....	H. Reid.....	$\frac{1}{4}$	12	12 ".....	60 00
Oakham and Railway Station.....	G. W. Worden.....	$\frac{1}{4}$	3	12 ".....	14 49
Oakland, Riverbank and Ry. Sid....	R. W. Tompkins.....	$\frac{1}{16}$ & 3	6 & 2	6 " (to Dec. 31, '03).....	26 00
do do.....	H. M. Hunter.....	$\frac{1}{16}$ & 3	6 & 2	6 " from ".....	26 00
Oak Point and Round Hill.....	D. Flewelling.....	3	6	Season 1903-'04.....	40 50
Oakville and Weston.....	F. Cunningham.....	3	3	12 months.....	75 00
Oakville and Woodstock.....	T. E. McCafferty.....	14 & 11	3	9 " (to Mch. 31, '04).....	179 25
do do.....	H. & J. Gallagher.....	14 & 11	3	3 " from ".....	59 75
Olinville and Round Hill.....	H. B. Belyea.....	18 $\frac{1}{2}$ & 10	3	12 ".....	188 00
Oromocto, Sheffield, Upper Gage- town and Swan Creek.....	J. Malone.....	10, 21 & 12	6 & 3	12 ".....	325 00
Oromocto and Shirley Settlement....	R. Brennan.....	4	1	12 ".....	20 00
Oromocto and Waasis Ry. Station....	J. Malone.....	6	6	12 ".....	215 00
Oromocto and Woodside.....	F. Goodine.....	18	2	12 ".....	109 00
Ortonville and Railway Siding.....	J. W. Hitchcock.....	$\frac{1}{16}$	6	12 ".....	25 00
Ossekeag and Railway Station.....	R. H. Smith.....	$\frac{1}{8}$	As req	3 " and 9 days (from Mch. 23, '04).....	27 56
Ossekeag and Upperton.....	T. McAfee.....	19 $\frac{1}{2}$	3	10 " (to April 30, '04).....	237 50
do do.....	W. Dempster.....	19 $\frac{1}{2}$	3	2 " from ".....	46 50
Painsec and Railway Station.....	Mrs. G. Comeau.....	1	2	12 ".....	32 00
Parents and Railway Station.....	M. Lebel.....	50 yds.	12	12 ".....	30 00
Passekeag, Sherlock and Ry. Stn....	L. C. Matthews.....	150 y. & 5	12 & 1	12 ".....	73 00
Peel and Railway Station.....	E. A. Harmon.....	$\frac{1}{16}$	12	12 ".....	20 00
Peniac and Railway Station.....	C. T. Weade.....	$\frac{1}{3}$	12	12 ".....	60 00
Pennfield Ridge and Seely's Cove....	J. A. Spear.....	4	2	12 ".....	28 00
Penobscuis and Railway Station....	S. M. Freeze.....	$\frac{1}{2}$	12	12 ".....	75 00
Penobscuis and Roxburgh.....	E. W. McNair.....	24	2	12 ".....	169 00
Perth and Railway Station.....	M. Larlee.....	$\frac{1}{8}$	12	12 ".....	75 00
Perth and Railway Station (Tobique Branch).....	do.....	$\frac{1}{4}$	12	12 ".....	50 00
Perth and Tilley.....	J. A. Larlee.....	17 $\frac{1}{2}$	2	12 ".....	115 00
Petersville and Welsford.....	G. R. Burton.....	10	2	12 ".....	100 00
Petersville Church and South Clones	J. Chittick.....	4	1	12 ".....	19 50
Petit Rocher and Railway Station....	E. C. Boudreau.....	$\frac{1}{16}$	12	12 ".....	60 00
Piccadilly and Sussex Corner.....	E. Brown.....	3 $\frac{1}{4}$	2	12 ".....	30 00
Pigeon Hill and Shippigan.....	W. Chiasson.....	18	2s & 1w	12 ".....	80 00
Pine Ridge and St. Norbert.....	A. Myers.....	3	3	12 ".....	19 50
Plaister Rock and Railway Station....	D. Fraser.....	$\frac{1}{8}$	12	12 ".....	15 00
Plaister Rock and Riley Brook.....	J. H. Weaver.....	28	3	9 " (to Mar. 31, '04).....	351 00
Plaister Rock and Nictau.....	do.....	34	3	3 " (fr. Apr. 1, '04).....	150 00
Plourd and St. Jacques.....	P. Morneau.....	3	3	12 ".....	75 00
Point-de-Chene and Railway Station	T. McGrath.....	$\frac{1}{4}$	12	12 ".....	32 00
Poitras and Power Creek.....	L. Poitras.....	2 $\frac{1}{2}$	2	12 ".....	20 00
Pollet River and Railway Station....	T. W. Colpitt.....	$\frac{1}{16}$	6	12 ".....	24 24
Port Elgin and Railway Station.....	G. Siddall.....	$\frac{1}{4}$	12	12 ".....	60 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Elgin and Spencers.....	T. L. Wood .....	17 & $\frac{1}{2}$	3	12 months .....	241 80
Porton and Riceville.....	M. Dickinson.....	5	2	6 " (from Jan. 1, '04) .....	30 00
Powers Creek and Railway Station.....	J. Corlin .....	$\frac{1}{4}$	12	12 " .....	25 00
Prince of Wales and Railway Crossing .....	J. Cairns .....	$\frac{1}{2}$	6	12 " .....	31 00
Prince William Station and Railway Station.....	W. G. Hatch .....	$\frac{1}{8}$	12	12 " .....	100 00
Queenstown and Upper Otnabog. . .	A. C. Fox .....	2 $\frac{1}{2}$	3	12 " .....	22 00
Randolph and Railway Station....	W. A. Miller.....	2	12	12 " .....	100 00
Read and Railway Station.....	W. T. Allen.....	2 $\frac{1}{2}$	6	12 " .....	31 20
Red Pine and Railway Station.....	L. Barton .....	25 yds.	6	6 " (to Dec. 31, '03) .....	5 00
do do .....	E. N. Sutton .....	25 yds.	6	6 " (from " '04) .....	5 00
Red Rapids, Railway Siding and Birch Ridge .....	C. Roberts.....	$\frac{1}{4}$ & 5	3	12 " .....	125 00
Red Rapids, Railway Siding and Arthurette.....	H. Giberson.....	10 yds & 3 m.	6 & 3	12 " .....	45 00
Rexton, Jardineville and Richibucto Village .....	J. Jardine .....	1 $\frac{1}{2}$ & 6	12 & 3	12 " .....	150 00
Rexton and Railway Station.....	W. S. Mally.....	$\frac{1}{2}$	12	12 " .....	80 00
Reynolds and Railway Station.....	M. Power .....	200 ft.	3	12 " .....	35 00
Richibucto and Railway Station.....	J. C. Vantour .....	$\frac{1}{4}$	12	12 " .....	48 00
Richibucto and St. Charles.....	T. Richard .....	8	2	12 " .....	55 00
Richmond Corner and Wood Lawn .....	J. Fitzpatrick .....	6	3	12 " .....	129 00
River de Chaches and Savoy.....	S. Savoy.....	5	1	12 " .....	26 00
River Glade and Railway Station.....	T. Jones.....	$\frac{1}{2}$	12	12 " .....	25 00
River Louison and Railway Station.....	J. Currie.....	$\frac{1}{2}$	12	12 " .....	52 25
River Louison and Sunnyside.....	H. Miller.....	7	2	12 " .....	68 00
Riverside and Railway Station.....	D. W. Stewart.....	$\frac{1}{2}$	12	12 " .....	40 00
Robertson's Point and White's Cove .....	G. W. Gunter .....	3	3	12 " .....	38 86
Robertville and Railway Station.....	J. D. Cormier .....	3 $\frac{1}{2}$	6	12 " .....	125 00
Robertville and Rosette.....	W. F. Boudreau .....	4	1	12 " .....	25 00
Robichaud and St. Andre de Shediac .....	F. Robichaud.....	21 & 6	2	10 " (to Apr. 30, '04) .....	99 79
Robichaud and Upper Abougogin..	do .....	21 & 6	2	2 " (from " '04) .....	18 48
Rockland, Upper Dorchester and Railway Station .....	J. Sutherland .....	4 $\frac{1}{2}$ & 6	6 & 12	12 " .....	321 00
Rockport and Sackville.....	A. Tower .....	16	1	12 " .....	65 00
Rogersville and Rogersville East....	W. Cormier.....	4 $\frac{1}{2}$	1	5 " (to Nov. 30, '04.) .....	13 75
Rogersville and Rosarville.....	A. A. Richard .....	10	1	7 " (from Dec. 1, '03.) .....	35 00
Rogersville Railway Station and Viuneau.....	F. Richard .....	5 & $\frac{1}{2}$	1 & 12	12 " .....	56 00
Rolling Dam Station, Railway Station and Sorrell Ridge.....	N. Tool .....	$\frac{1}{2}$ & 16	12 & 2	12 " .....	175 00
Rose Bank and Six Roads.....	M. Robichaud .....	4	1	12 " .....	25 00
Rosedale and Upper Woodstock....	W. H. McCormick.....	7 $\frac{1}{2}$ & 4 $\frac{1}{2}$	3	12 " .....	157 06
Rothsay and Railway Station.....	J. R. Robertson.....	50 yds.	30	12 " .....	75 00
Rothsay and Wells.....	J. McGuire.....	13 & 6	2	12 " .....	105 00
Round Hill and Speight's Corner....	A. F. Speight.....	8	2	12 " .....	50 00
Rusagornis and Waasis Railway Station.....	J. Malone.....	3	3	12 " .....	48 51
Rusagornis and Railway Station.....	A. Mott .....	$\frac{1}{2}$	12	12 " .....	15 00
St. Almo, Railway Siding and Three Brooks.....	L. Reid .....	$\frac{1}{8}$ & 1 $\frac{1}{2}$	3	12 " .....	75 00
St. Andrews and Railway Station....	R. Storr .....	$\frac{1}{2}$	as req.	12 " .....	82 72

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.	Period.	Amount.
					\$ cts.
St. Anne de Madawaska and Railway Station.....	J. B. Martin.....	100 yds.	12	12 "	20 00
St. Anthony, Puellering and Renaud's Mills.....	T. Langis.....	7½ & 2½	2	12 "	72 91
St. Anthony and Railway Station.....	T. Langis.....	½	12	12 "	20 00
St. Croix and Railway Station.....	J. Sears.....	1	6	12 "	60 00
St. George and Railway Station.....	C. F. McGee.....	1	12	12 "	60 00
St. Gregoire and McKee's Mills.....	D. LeBlanc.....	2	2	12 "	21 00
St. Isidore and Tracadie.....	J. Mallais.....	11	3	12 "	85 00
St. John and Letter Carriers.....	St. John Railway Co.....	7½ to 8	as req.	12 "	300 00
St. John P.O. and Railway Station.....	J. E. Hamm.....	½	as req.	12 "	1,056 60
St. John and St. John West.....	D. Kelly.....	1	30	3 " (to Sept. 30, '03)	34 75
do do.....	J. Campbell.....	1	30	9 " (from " '03)	150 00
St. John and St. Martins.....	H. Nogens.....	30	6	12 "	779 00
St. John and Sand Point Road.....	D. Peacock.....	3	3	12 "	40 00
St. John and Sub-offices.....	H. Steele.....			12 "	90 00
St. John Street Letter and Parcel Boxes and Indiantown.....	T. Kenny.....	2 & 3	12 & 19	9 " (to Mch 31, '04.)	459 75
do do.....	J. E. Chisholm.....	2 & 3	12 & 19	3 " (from " '04.)	225 00
Special Parcel Delivery, Christmas, 1903.....	J. W. Taylor.....				16 00
St. John West and Street Letter Boxes.....	I. McG. Campbell.....	1¼	12	12 months.....	80 00
St. Leonard's Station and Railway Station.....	D. O. Bourgoin.....	1¼	12	12 "	36 00
St. Leonard's Station and Van Buren (Me.).....	do.....	1	6	12 "	89 00
St. Martins and Salmon River.....	J. C. Boyer.....	9½	6	12 "	290 00
Salt Springs and Titusville.....	H. O'Brien.....	6	2	12 "	54 00
Scotch Settlement and Railway Station.....	D. McKinnon.....	½	6	12 "	25 00
Sea Side and Railway Station.....	S. Laughlan.....	¼	6	12 "	30 00
Sea View, Spruce Lake and Railway Station.....	A. Splane.....	6½	8	12 "	32 50
Shediac and Railway Station.....	J. B. Weldon.....	1	48	12 "	96 00
Shediac Bridge and Shediac River.....	P. Babineau.....	2½	1	12 "	25 00
Shediac Road and Railway Station.....	J. Walker.....	¼	3	12 "	47 00
Shepody Road and Waterford.....	O. Sear.....	10	1	12 "	40 00
Shippigan and Shippigan Gully.....	C. B. Rouselle.....	4	2	1 " (from June 1, '04)	3 33
Siegas and Railway Station.....	M. Lynch.....	1	2	12 "	20 00
Silver Beach and Railway Siding.....	A. Green.....	1	4	12 "	24 00
Somerville, Victoria and Waterville.....	G. H. Shaw.....	2 & 3½	6 & 3	12 "	198 00
South Bay and Railway Station.....	E. Long.....	1½	12	12 "	16 00
South Nelson and Railway Station.....	E. Fitzpatrick.....	1	18	12 "	63 50
Spruce Lake and Railway Station.....	M. Watson.....	1	6	12 "	30 00
Stanley and Railway Station.....	D. R. Moore.....	1	12	12 "	80 00
Stanley and Woodlands.....	M. Reardon.....	17	2	12 "	133 00
Stanley and Tay Falls.....	L. McKinnon.....	5	2	3 " (from Apr. 1, '04)	12 00
Stickney and Railway Station.....	A. L. Stickney.....	20 ft.	6	12 "	15 00
Stone Bridge and Railway Station.....	L. Brewer.....	1	12	12 "	20 00
Sussex and Railway Station.....	N. Dryden.....	1	as req	2 " (to Aug. 31, '03)	16 67
do do.....	C. Neill.....	1	as req	10 " from " "	83 33
Sutton and Railway Station.....	J. A. Gregory.....	1	12	12 "	20 00
Topleys Mills and Railway Crossing.....	M. Murray.....	1	4	12 "	35 00
Taymouth and Railway Station.....	W. Munroe.....	1	12	12 "	24 24
Three Tree Creek and Ry. Station.....	J. McQuestion.....	1	6	12 "	20 00
Tobique River and Railway Siding.....	D. Curry.....	1	3	12 "	20 00
Tracey Station and Railway Station.....	O. Tracey.....	1	12	12 "	40 00



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Tracey Station and Traceyville....	A. O. Tracey....	4	1	12 months.....	24 00
Turtle Creek and Railway Station..	S. Berrie.....	$\frac{1}{4}$	12	12 ".....	25 00
Upper Brighton and Railway Station.....	J. A. Pearson....	100 yds.	6	12 ".....	15 00
Upper Cape and Railway Station.....	N. W. Strong....	2	3	12 ".....	54 60
St. Martins and Wood Lake.....	R. Hosford.....	6	1	12 ".....	30 29
St. Stephen and Calais (Me.).....	J. Bridges.....	1	12	12 ".....	100 00
Stephen and Railway Station.....	Hardy & Bridges	$\frac{1}{8}$	as req. 12	12 ".....	125 60
St. Stephen and Railway Station.....	J. Greene.....	1	12	12 ".....	89 00
Sackville and Railway Station.....	A. W. Dixon....	1	36	12 ".....	245 00
Sackville and Second Westcock.....	J. Amos.....	8	1	12 ".....	45 00
Sackville and Upper Sackville.....	D. Wheaton....	9	6	12 ".....	160 00
Sackville and Wood Point.....	C. Richardson..	6	1	12 ".....	45 00
Sackville and Cape Tormentine.....	B. C. Rayworth..		5	" (from Apr. 1, '04)	768 00
Salisbury and Railway Station.....	C. R. Herrington	$\frac{1}{4}$	24	12 ".....	128 00
Salmondale and Railway Station.....	W. D. Patterson	$\frac{1}{4}$	3	12 ".....	41 00
Upper Keswick and Railway Stn.....	C. W. Estey....	$\frac{1}{4}$	12	12 ".....	32 50
Upper St. Bozil and Railway Stn.....	U. Beaubien....	$\frac{1}{4}$	12	12 ".....	70 00
Utopia and Railway Siding.....	D. Spinney....	$\frac{1}{4}$	3	12 ".....	37 50
Waterside and Railway Station.....	R. Tingley.....	15 & 13	6	12 " and extra trips..	412 93
Waveig and Railway Station.....	M. J. Greenlaw..	$\frac{1}{16}$	6	12 ".....	65 00
Welsford and Railway Station.....	H. Johnston....	$\frac{1}{16}$	18	12 ".....	120 00
Westfield and Railway Station.....	C. R. McKenzie..	$\frac{1}{16}$	12	12 ".....	115 00
Westfield Centre and Railway Siding.....	R. T. Ballentine.	$\frac{1}{16}$	12	11 ".....	10 00
Williamstown and Woodstock.....	R. Gillis.....	15	13	12 ".....	248 00
Wisely and Railway Siding.....	A. Sewell.....	$1\frac{1}{2}$	2	12 ".....	41 00
Woodstock and Railway Station.....	P. Baker.....	$1\frac{1}{2}$	24	12 ".....	165 00
Woodstock and Street Letter Boxes	C. D. Johnston..	$2\frac{1}{2}$	12	12 ".....	104 00
Woodstock and Woodstock Road Station.....	T. Baker.....	8 & 10	6	12 ".....	225 00
Youngs Cove Road and Railway Station.....	L. D. Ferris....	50 yds.	6	12 ".....	25 00
Zealand Station and Railway Stn.....	D. Jewett.....	$\frac{1}{4}$	12	12 ".....	30 00
<i>Charge of Mails.</i>					
Chatham Junction and Chatham Branch Railway.....	E. L. Hendry....		12	".....	25 00
do do.....	R. Dunbar.....		12	".....	25 00
Fredericton Junction.....	A. L. Nutter....		12	".....	60 00
Norton Station.....	W. H. Baker....		12	".....	75 00
Peterboro Station.....	W. W. Price....		12	".....	50 00
Point du Chêne.....	T. J. White.....		Season 1903-04.		37 54



APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
United States Clerks, Penobsquis..	J. Gross .....			12 months.....	137 00
Transfer of mails at Sackville.....	E. Phinney.....			Special service.....	34 00
St. George and St. John. ....	J. T. Golding.....			Special service; s n o w	
St. George and Bonny River Sta-				blockade.....	104 00
tion and St. Stephen.....	P. O'Shaugh-			" "	63 00
	nessy.....				
				Total.....	\$60,632 42
				LESS—Amount withdrawn from Guarantee Fund....	46 36
					\$60,586 06

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## APPENDIX B—Continued.

## NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the year ended June 30, 1903.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abercrombie and New Glasgow ...	R. Dunbar.....	5	2	12 months .....	68 00
Acaciaville and Railway Station...	L. Craig.....	13	6	2 " (to Aug. 31, '03) ..	20 00
do do .....	H. T. Warner.....	12	10	" from " ..	83 33
Achosnach and River Dennis Centre	J. A. Campbell..	21	3	12 " ..	23 24
Advocate Harbour and Apple River	T. L. Turple ..	10	6	12 " ..	268 00
Advocate Harbour and Cape d'Or..	J. Rector.....	4	6	2 " (from May 1, '04) ..	16 50
Advocate Harbour and Eatonville.	B. M. Elliott...	12	3	12 " ..	165 00
Advocate Harbour and Parrsboro...	R. Hatfield....	32	6	12 " ..	800 00
Afton and Backland.....	E. F. Taylor....	5	1	12 " ..	25 00
Afton and Bayfield.....	E. H. Stropole..	23	6	12 " ..	66 64
Afton and Railway Station.....	E. F. Taylor....	12	12	12 " ..	32 00
Afton Station and Railway Station	J. McDonnell..	4	6	12 " ..	35 00
Albany Cross and New Albany ..	W. H. Durland..	7	2	12 " ..	80 00
Alder Point and Little Bras d'Or..	J. H. Plant....	6	2	12 " ..	60 00
Alexander and Blackstone.....	F. Beaton.....	3	3	12 " ..	34 28
Alexander and North Highlands...	J. G. McQuarrie	63	2	3 " (to Sept. 30, '03). ..	7 00
do do .....	F. Beaton.....	63	2	1 " (to Oct. 31, '03) ..	13 50
do do .....	D. A. McNeil...	63	2	8 " from " ..	29 33
Alexander and Railway Station...	E. D. McQuarrie	13	6	12 " ..	53 20
Alton and Railway Station.....	B. Hood.....	75 yds.	6	12 " ..	40 00
Amherst and Amherst Point.....	C. N. Coates...	43	6	12 " ..	197 00
Amherst and Northport.....	J. Finley.....	203	6	12 " ..	427 00
Amherst and Oxford .....	J. A. Doncaster.	26	3	12 " ..	505 00
Amherst and Railway Station.....	C. L. McLeod...	1	as req.	2 " (to Aug. 31, '03) ..	31 80
do do .....	S. M. Lowe.....	1	as req.	10 " (less fine).....	146 60
Amherst and Rockwell Settlement.	R. F. Brownell..	22	6	12 " ..	475 00
Amherst and Upper Nappan.....	T. Read.....	33	2	12 " ..	50 00
Amherst Island and Entry Island..	J. J. Cassidy...	8	1	Part of seasons 1903 & '04	50 00
Amherst Island and L'Anse à la Cabane.....	N. E. Vigneau..	83	2	" ..	50 00
Amherst Island and Lemieux.....	J. Patton.....	58	1	" ..	148 00
Amherst Station Letter Box and Postal Cars.....	C. L. McLeod...	30 yds.	36	2 months (to Aug. 31, '03)	4 16
do do .....	S. M. Lowe.....	30 yds.	36	10 " from " ..	20 83
Annapolis Royal and Dalhousie West .....	W. H. Hardwick	16	1	12 " ..	92 00
Annapolis Royal and Granville Ferry .....	W. H. Weather- spoon.....	1	6	12 " ..	225 00
Annapolis Royal and Milford.....	A. D. Thomas...	14	6	12 " ..	290 00
Annapolis Royal and Mochelle.....	J. McDormand..	33	3	12 " ..	80 00
Annapolis Royal and Perott Settlement.....	C. Gormley.....	9	1	12 " ..	47 00
Annapolis Royal and Railway Stn..	A. Orde.....	12	12	12 " ..	156 48
Anthony's Line and Scotch Village	H. Cochran....	11	2	12 " ..	55 00
Antigonish and Ballantyne's Cove..	S. Ballantyne...	223	3	9 " (from Oct. 1, '03). ..	318 75
Antigonish and Beechwood.....	A. McDonald....	6	1	12 " ..	30 00
Antigonish and Brophy's .....	D. Moriarity....	26	3	12 " ..	128 00
Antigonish and Glen Uig Pleasant Valley.....	H. Smith.....	7	3	12 " ..	70 00
Antigonish and Goldboro.....	J. Hayne.....	53	6	12 " ..	1,450 00
Antigonish and Livingstone's Cove.	J. Gordon.....	26	3	3 " (to Sept. 30, '03)..	77 25

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Antigonish and Lower West River.	G. Williams	3½	2	12 months.	49 80
Antigonish and North Grant.	H. Smith.	3	3	12 "	70 00
Antigonish and Railway Station.	T. J. Sears	4½	24	12 "	196 00
Antigonish and Sherbrooke.	J. O'Leary	40	6	12 "	1,073 00
Antigonish Harbour, South Side and Lower South River.	C. J. Fraser	4½	2	12 "	60 00
Antrim and Gays River.	W. Blades	16	2	12 "	104 00
Apple River and Joggins Mines.	G. Landigan	29	6	12 "	950 00
Arcadia and Pinkney's Point.	J. B. Surette.	11	2	12 "	75 00
Ardoise Hill and Newport Station.	W. Gibson	1½ & 19	12 & 2	12 "	177 00
Argyle Head and Railway Station.	S. R. Gavel.	16	4	" (from Mch. 1, '04)	17 33
Arichat and Petite de Grat Bridge.	J. A. Parker	4	6	12 "	80 00
Arichat and Robins.	J. E. Jean	1½ & 3¾	6	12 "	64 00
Arichat and West Arichat.	R. McPherson	3	6	Part of season 1903.	46 00
Ashdale and Upper Glen Road.	V. Chisholm	2	3	12 months.	40 00
Ashfield and Orangedale.	J. H. McKillop.	3½	3	12 "	34 00
Askilton and West Bay Road.	H. A. Archibald	3	3	12 "	60 00
Aspen and James River Station.	W. E. McKeen.	29	3	12 "	324 00
Athol and Little Forks.	Rhodes-Curry Co	3	3	12 "	60 00
Athol and Railway Station.	D. F. Archibald	1	12	12 "	120 00
Auburn and Greenwood.	E. Neily	9	1	12 "	26 00
Auburn and Railway Station.	G. O. Jacques.	133 yds.	12	12 "	78 50
Auburn and Welton's Corner.	G. Stark.	10½	2	12 "	53 00
Auld's Cove and Railway Station.	M. Forrestall.	2	6	12 "	40 44
Avondale Station and Dunmaglass.	R. W. McDonald	8½	6	12 "	325 24
Avondale Station and Railway Stn.	D. N. Robertson	12	11	" and 24 d. (to June 24, '04).	19 67
do do	H. Gordon	1½	12	6 days from "	0 86
Avonport and Avonport Station.	J. B. Newcombe	1½	6	12 months.	60 00
Avonport and Railway Station.	L. F. Fuller	40 yds.	12	12 "	25 00
Aylesford and Dalhousie Road.	H. S. Brennan.	26	1	12 "	130 00
Aylesford and Harmony.	do	22	1	2 " (to Aug. 31, '03)	8 66
do do	do	24	1	10 " from "	47 26
Aylesford and Millville.	E. Harris.	7½	2	12 "	55 00
Aylesford and Morden.	W. Dempsey.	9	2	12 "	76 88
Aylesford and Railway Station.	C. J. West	1¼	12	12 "	57 00
Aylesford and Victoria Harbour.	S. Spicer	7¾	1	12 "	36 64
Aylesford and Weston.	H. A. Graves.	10	3	12 "	78 00
Back Shore and Pictou.	D. G. McKay.	27	3	12 "	275 00
Baddeck and Boularderie.	A. Matheson.	12½	3	1 " (to July 31, '03)	25 00
Baddeck and Englishtown.	J. G. Dunlop.	21	6	12 "	500 00
Baddeck and Forks Baddeck.	W. Rice.	7	1	1 " (to Sept. 30, '03)	3 33
do do	do	10½	3	9 " from "	30 00
Baddeck and Ross' Ferry.	A. Matheson.	10½	3	11 " (fr. Aug. 1, '03).	231 00
Baddeck and Upper Baddeck River.	N. H. McKay	14	2	12 "	90 00
Baddeck and Upper Middle River.	J. E. Dunlop	19½	3	12 "	175 00
Baddeck and Whyecomagh.	do	27	6	12 "	675 00
Baddeck Bay and Plaister Mines.	J. Morrison.	4	3	12 "	38 00
Baddeck Bay and Rear Baddeck Bay.	D. McKenzie.	3½	1	3 " (to Sept. 30, '03)	6 25
do do	A. McKay.	3½	1	9 " from "	17 61
Baddeck River North Branch and Forks Baddeck.	N. Buchanan.	5	2	12 "	48 00
Baker's Settlement and Greenfield.	H. Carver.	8 & 5	3 & 1	12 "	95 00
Baleine and Main à Dieu.	C. Burke.	4½	1	12 "	20 00
Ballantyne's Cove and Livingstone's Cove.	J. McKinnon.	4	3	4 " (fr. Mch. 1, '04)	20 00
Balmoral Mills and Tatamagouche.	G. E. Lombard.	21½	6	12 "	387 00
Banks Broad Cove and Sight Point.	J. D. McEachen.	7	1	3 " (to Sept. 30, '03)	5 00
Banks Broad Cove and Strathlorne.	L. McDougall.	4½	1	3 " to "	4 36



SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barney's Brook and Elmsdale .....	E. McDonald...	4	2	12 months.....	30 00
Barney's River and Marsh .....	J. McLeod .....	8½	2	12 "	69 00
Barney's River and Railway Stat'n.	A. Murray.....	5½	12	12 "	164 32
Barney's River and Rosfield .....	J. G. Clemis....	4½	1	12 "	24 92
Barrachois, St. Louis and Grande Anse .....	S. Josse .....	2	3	12 "	35 00
Barra Glen and Iona .....	R. P. McNeil....	4½	2	12 "	52 00
Barrington and Oak Park .....	J. Frost & Sons.	3	6	12 "	85 00
Barrington and Port Clyde .....	H. S. Hogg.....	36	6	12 "	450 00
Barrington Passage and Cape Sable Island .....	T. W. Robertson	1½	6	12 "	325 00
Barrington Passage and Lower Shag Harbour .....	J. E. Trefry....	7	6	1 (fr. June 1, '04)	16 54
Barrios Beach and Big Tracadie .....	H. Petitpas....	4	3	12 "	60 00
Barss Corner and New Germany .....	A. DeLong .....	3	6	12 "	120 00
Barss Corner and Parkdale .....	J. Feindel .....	20	3	12 "	110 00
Barss Corner and Stanburn .....	S. P. DeLong....	6	1	12 "	25 00
Barton and Railway Station .....	W. Gavel .....	3	12	12 "	187 80
Basin, River Inhabitant and Lower River Inhabitant .....	W. Proctor .....	3	3	12 "	70 00
Bass River and Londonderry .....	L. Davidson....	14	6	12 "	449 00
Baxter's Harbour and Canning .....	G. H. Whalen....	12	2	12 "	128 69
Bay St. Lawrence and Englishtown .....	D. B. McLeod....	73	6	12 "	2,598 00
Bay St. Lawrence and Meat Cove .....	H. McDonald....	7	3	3 (to Sept. 30, '03)	18 00
do do .....	do .....	7½ & 8	3	9 from "	64 08
Bayside and White's Cove .....	M. Burke .....	3½	3	5 (fr. Feb. 1, '04).	31 25
Bear Cove, Cheticamp and Meteghan .....	G. L. Comeau....	4	2	12 "	40 00
Bear River and Lansdowne .....	F. W. Purdy....	4	3	12 "	84 00
Bear River and Morganville .....	J. H. Berry .....	7	1	12 "	25 00
Bear River and Railway Station .....	F. W. Purdy....	5	12	12 "	139 00
Bear River and Victory .....	J. W. Simpson....	10	1	12 "	50 00
Beaully and St. Andrews .....	C. Chisholm....	6	2	12 "	60 00
Beaver Bank and North Beaver Bank .....	W. T. Lively....	8	2	12 "	100 00
Beaver Bank and Railway Station .....	C. A. Barrett....	25 yds.	12	12 "	68 84
Beaver Cove and Railway Station .....	J. H. McKinnon	30	6	12 "	50 00
Beaver Cove and Rear Beaver Cove .....	A. Gillis .....	4½	1	12 "	26 00
Beaver Harbour and Port Dufferin .....	S. Jewers .....	3½	3	12 "	52 48
Bedford and English Corner .....	J. Thomas .....	11	3	12 "	120 00
Bedford and Railway Station .....	J. Mackenzie....	100 yds.	42	12 "	153 86
Bedford and Upper Sackville .....	B. Norris .....	18	6	9 (to Mch. 31, '04)	217 50
do do .....	A. Pawsey .....	18	6	3 from "	72 50
Beech Hill and Chester Basin .....	R. Veinot .....	6	1	12 "	42 40
Beechmont and North West Arm .....	J. A. McKenzie.	6 & 4	1	12 "	40 00
Belle Marche and Eastern Harbour .....	D. Roche .....	2	3	12 "	40 00
Belleville and Railway Station .....	L. V. Porter....	1½	16	4 (fr. Mch. 1, '04)	16 66
Belmont and Debert Station .....	A. L. Stevens....	15	2	12 "	50 00
Belmont and Railway Station .....	T. Lindsay .....	½	12	12 "	75 00
Benjamin's Mills and Falmouth Station .....	T. M. Martin....	19 & 10	2 & 1	12 "	246 08
Berry Hill and Upper Steviacke .....	H. Johnson .....	5	1	3 (to Sept. 30, '03)	7 50
do do .....	C. Miller .....	5	1	9 from "	18 75
Berwick and Berwick West .....	C. R. Borden....	3	3	1 (fr. June 1, '04)	3 33
Berwick and Grafton .....	E. P. Sanford....	18	3	12 "	156 00
Berwick and Morristown .....	W. A. Reid .....	14	2	12 "	80 00
Berwick and Railway Station .....	T. H. Morse .....	3½	6	12 "	55 00
Big Bras d'Or and Black Rock .....	M. McDonald .....	2½	1	12 "	24 00
Big Bras d'Or and Boularderie .....	H. McLeod .....	12½	3	1 (to July 31, '03)	16 66
Big Bras d'Or and Ross Ferry .....	do .....	14½	3	11 from "	212 66
Big Brook and River Dennis Station .....	H. A. Archibald	5	2	12 "	45 00
Big Glen and Big Pond .....	D. A. McKinnon	18	2	12 "	130 00

4-5 EDWARD VII., A. 1905

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Big Harbour Island and Malaga-watch	M. McIntosh. . .	3	2	12 months.....	48 00
Big Intervale Cape North and Cape North	N. A. McKinnon	5	2	12 " .....	33 20
Big Intervale Margaree and North East Margaree. ....	D. J. Ross. ....	13	3	12 " .....	98 00
Big Island and Merigomish. ....	A. G. McGregor	3	2	12 " .....	69 00
Big Lorraine and Louisburg. ....	M. J. Dowd. ....	3	2	12 " .....	30 00
Big Marsh and Maryvale. ....	D. J. McDonald	3	2	12 " .....	45 00
Big Pond and Glengarry Valley. ....	M. McNeil. ....	4	1	12 " .....	32 32
Big Port L'Hebert and Little Port L'Hebert. ....	E. J. Lloyd. ....	2 $\frac{3}{4}$	2	12 " .....	30 00
Big Tracadie and Mattie. ....	E. Coty. ....	8	2	12 " .....	70 00
Big Tracadie and Railway Station. ....	F. Morin. ....	12	12	12 " .....	80 00
Billtown and Sheffield Mills. ....	P. E. Sweet. ....	15	3	12 " .....	118 00
Birchtown and Clyde River. ....	I. S. Acker. ....	29 $\frac{1}{2}$	3	12 " .....	425 00
Bishop Mountain and North Kingston. ....	A. McGarvey. ....	6 $\frac{1}{2}$	1	12 " .....	20 00
Bishopville and Hantsport. ....	W. Bishop. ....	6	2	12 " .....	64 64
Blacketts Lake and Sydney Forks. ....	R. McKenzie. ....	4	3	12 " .....	80 00
Black Rock and Parrsboro. ....	W. Pinney. ....	6	1	12 " .....	65 00
Blanchard Road and New Glasgow. ....	J. J. Webster. ....	19 $\frac{3}{4}$	3	12 " .....	312 36
Blanche and Cape Negro. ....	S. S. Smith. ....	4	3	12 " .....	65 00
Blandford and Hubbard's Cove. ....	J. F. Shatford. ....	17	3	12 " .....	244 00
Blandford and Tancook Island. ....	O. Baker. ....	4 $\frac{1}{2}$	1	10 " (to Apr. 30, '04).	33 33
do do	do	4 $\frac{1}{2}$	3	2 " from "	25 00
Blockhouse and Maitland Forks. ....	A. Barry. ....	8 $\frac{1}{2}$	1	12 " .....	25 00
Blockhouse and Railway Station. ....	I. Mossman. ....	12	12	12 " .....	125 00
Bloomfield and Main Post Road. ....	C. Marr. ....	6	12	12 " .....	25 00
Bloomington and Nictaux Falls. ....	C. H. Dunn. ....	3	2	5 " (from Feb. 1, '04)	14 58
Blue Mountain and East River St. Marys. ....	A. Cameron. ....	19 $\frac{1}{2}$	3	12 " .....	218 00
Blue Mountain and Greenvale. ....	D. A. Stewart. ....	23	2	12 " .....	20 00
Blue Mountain and New Glasgow. ....	G. M. Holmes. ....	15 $\frac{1}{2}$	6	12 " .....	303 00
Blue Rock and Lunenburg. ....	R. A. Backman. ....	5	1 & 2	12 " .....	48 00
Blue Mills and Iron Mines. ....	R. J. McDonald	3	3	12 " .....	48 00
Boisdale, Barrachois and Railway Station. ....	N. L. Nicholson. ....	3 $\frac{1}{2}$	3	12 " .....	60 00
Boisdale Chapel and Railway Station. ....	D. N. McIntyre. ....	1	12	12 " .....	150 00
Boisdale Chapel and Rear Boisdale. ....	P. Steele. ....	5 $\frac{1}{2}$	1	3 " (to Sept. 30, '03).	6 11
do do	J. McIntyre. ....	5 $\frac{1}{2}$	1	9 " from "	18 33
Boulardarie and Little Bras d'Or. ....	W. F. Stubbart. ....	14 & 6	2 & 3	12 " .....	224 00
Boulardarie and Upper Kempt Head	D. McFarlane. ....	3 & 16	1 & 2	1 " (to July 31, '03).	12 25
Boyd's and Fraser's Mills. ....	A. A. Boyd. ....	2	3	12 " .....	30 00
Boylston and Milford Haven Bridge	W. Imlay. ....	12	12	12 " .....	69 00
Boylston and Mulgrave. ....	R. W. Whitman	30	3	12 " .....	480 00
Boylston and Tracadie Road. ....	J. McPherson. ....	5	2	12 " .....	30 00
Brazil Lake and Gardner's Mills. ....	E. Nickerson. ....	23	2	12 " .....	35 39
Brazil Lake and Railway Station. ....	A. B. Tupper. ....	3	3	12 " .....	25 00
Brentwood and Railway Station. ....	M. Brenton. ....	150 yds.	12	12 " .....	48 64
Brickton and Railway Station. ....	B. F. Ward. ....	6	6	12 " .....	35 08
Bridgetown and Clarence. ....	W. Carlin. ....	10	6	12 " .....	224 00
Bridgetown and Dalhousie West. ....	T. Todd. ....	28	1	12 " .....	65 00
Bridgetown and Hampton. ....	J. F. Titus. ....	6	2	3 " (from Apl. 1, '04)	6 25
Bridgetown and Granville Ferry. ....	do	14	6	12 " .....	348 00
Bridgetown and Lawrencetown. ....	C. Poole. ....	7 $\frac{1}{2}$ & 10 $\frac{1}{2}$	1	12 " .....	59 48
Bridgetown and Parker's Cove. ....	C. E. Dunn. ....	21 & 12 $\frac{1}{2}$	2 & 1	12 " .....	128 00
Bridgetown and Railway Station. ....	F. Crosskill. ....	12	12	12 " .....	100 00
Bridgville and Railway Station. ....	S. Cameron. ....	12	12	11 " (from Aug. 1, '03)	59 58
Bridgewater and Lunenburg. ....	J. C. Tobin. ....	12	3	12 " .....	175 00



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bridgewater and Mill Village.....	F. P. Smith.....	39½	* 3	12 months.....	489 00
Bridgewater and Pleasant River. .	S. I. Feindel.....	13 & 10	2 & 3	12 " .....	225 00
Bridgewater and Railway Station..	do.....	½	12	12 " .....	125 00
Bridgewater and Shelburne.....	J. R. Hogg.....	86-89 & 16	6	12 " .....	5,725 32
Bridgewater and Stanley Section...	S. T. Beck.....	32	2	12 " .....	150 00
Brighton and Railway Station.....	C. Marr.....	4	6	12 " .....	131 88
Briley's Brook and Railway Station	A. McDonald.....	½	6	12 " .....	78 50
Broad Cove Marsh and Main Post Road.....	A. McDougall.....	2	2	12 " .....	20 00
Broadway and Railway Station.....	M. Wilkinson.....	12	3	12 " .....	140 40
Brookfield and Forest Glen.....	H. B. Benjamin.....	13	2	12 " .....	75 00
Brookfield and Green's Creek.....	W. S. Hamilton.....	8	2	12 " .....	96 00
Brookfield and Malega Gold Mines.	B. M. Freeman.....	6	6	12 " .....	168 00
Brookfield and Railway Station.....	W. S. Hamilton.....	½	20	12 " .....	137 72
do do.....	A. W. Freeman.....	½	12	4 " and 1 day (from Feb. 29, '04)...	33 76
Brookfield and Upper Brookfield..	A. P. Dickie.....	4½	2	10 " (to Apr. 30, '04)...	41 66
do do.....	R. Benjamin.....	4½	2	2 " from " .....	12 50
Brookfield and Upper Stewiacke...	S. C. Graham.....	18	6	12 " .....	598 00
Brookland and Salt Springs.....	G. Gray.....	3	2	12 " .....	40 00
Brooklyn and Yarmouth.....	J. D. Morrell.....	4	2	3 " (to Sept. 30, '03)...	12 50
do do.....	T. Pitman.....	4	2	9 " from " .....	37 50
Brook Village and Centreville East	N. McAskill.....	5	1	12 " .....	23 00
Brook Village and Glencoe.....	M. McDonald.....	8½	2	4 " (to Oct. 31, '03)...	20 00
do do.....	P. Campbell.....	8½	2	8 " from " .....	52 00
Brook Village and Rosedale.....	M. McKinnon.....	5	2	12 " .....	35 00
Browns Mountain and Marshy Hope	D. McEachern.....	5½	1	12 " .....	30 00
Brule and Denmark.....	O. R. McCoul.....	5	6	6 " (to Dec. 31, '03)...	33 50
do do.....	J. McCoul.....	5	6	6 " from " .....	43 50
Brule Shore and Tatamagouche...	G. Henderson.....	7	3	12 " .....	66 36
Bryon Island and Lemieux.....	W. Dingwall.....	9	1	Part of seasons 1903-1904	174 00
Buckfield and Main Post Road.....	H. Wynott.....	1	1	12 months.....	11 00
Burke and Mabou.....	D. Burke.....	5	1	12 " .....	15 00
Burlington and Victoria Harbour..	T. A. Baker.....	16	1	12 " .....	75 00
Burntcoat and Noel.....	J. Murray.....	4½	3	3 " (to Sept. 30, '03)...	12 50
do do.....	do.....	4½	6	9 " from " .....	75 00
Caledonia Corner and Cameron Settlement.....	D. N. Cameron.....	9	3	6 " (from Jan. 1, '04)	44 50
Caledonia Corner and Liverpool...	J. H. McClelland.....	30	6	12 " .....	789 00
Caledonia Corner and Maitland....	C. F. Cushing.....	30	6	12 " .....	312 00
Caledonia Corner and New Germany	J. H. McLeod.....	25	6	7 " and 28 days (to Feb. 28, '04)...	455 15
do do.....	J. H. McClelland.....	25	..	Special trip.....	5 00
Caledonia Corner and Railway Stn.	W. Johnson.....	½	12	4 months and 1 day (from Feb. 29, '04) ..	33 11
Caledonia Corner and West Caledonia.....	J. McGinty.....	3	3	12 " .....	85 00
Caledonia Corner and Westfield....	R. Johnson.....	3	2	12 " .....	44 00
Caledonia Corner and Whiteburn Mines.....	H. McGuire.....	6½	3	12 " .....	91 50
Cambridge Station and Condon Settlement.....	J. Caldwell.....	12	1	9 " (to Mch. 31, '04)...	41 25
do do.....	do.....	12	2	3 " from " .....	27 50
Cambridge Station and Kinsmans Corner .....	J. E. Lawler.....	15½	6	12 " .....	168 00
Cambridge Station and Railway Station.....	J. Caldwell.....	1	12	12 " .....	60 00
Camdon and Truro.....	T. J. McKim.....	8	2	12 " .....	102 20



4-5 EDWARD VII., A. 1905

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cameron Settlement and Pictou Road	D. M. Cameron.	9	3	6 mos. (to Dec. 31, '03).	44 50
Campbell and Railway Station	J. R. McDonald	2½	6	12 "	78 00
Campbells Mountain and Whyecomagh	J. D. McAskill.	7	1	12 "	36 00
Camperdown and Italy Cross	J. Z. Wambolt.	4	2	12 "	35 00
Canaan and Kentville	W. Roy	6	6	12 "	140 00
Canaan and Tusket	L. Andrews	31	2	12 "	177 00
Canada Creek and Grafton	G. Bolser.	7 & 5	2 & 1	12 "	80 80
Canning and Medford	A. Strong	5	3	10 " (from Sept. 1, '03)	65 00
Canning and North Medford	F. G. West.	4	1	2 " (to Aug. 31, '03).	3 33
Canning and Railway Station	C. W. Dickie.	4	24	12 "	68 00
Canning and Scotts Bay	E. L. Jess	16	6	12 "	352 00
Canning and Scotts Bay Road	B. Legge.	9	2	6 " (to Dec. 31, '03).	35 00
Canning and South Scotts Bay	do	13	2	6 " from "	50 54
Canoe Lake and Gaberouse	A. Munro	4	1	12 "	20 00
Canso and Guysboro	J. & W. Arms-worthy.	34	6	12 "	1,850 00
Cape Auguet and Robins	R. Goyetche	2½	3	12 "	35 00
Cape Dauphin and New Campbellton	D. McDermid.	4½	2	12 "	50 00
Cape Fouchu and Yarmouth	A. B. Crosby	3	6	Part of season 1903-4.	75 00
Cape George Harbour and St. Peters	K. McKenzie	8	3	12 months	70 00
Cape Negro Island and North East Harbour	G. E. Perry	3	2	12 "	78 00
Cape North and Dingwall	N. McPherson	4	3	12 "	57 00
Cape Sable Island and Clarkes Harbour	G. D. Covert.	20	6	12 "	300 00
Carlton and Richfield	E. G. Gavel	9	1	12 "	38 00
Carriboo Gold Mines and Upper Musquodoboit	G. Hamilton	7½	6	12 "	198 00
Carriboo Island and Waterside	M. McLean	3½	2	12 "	40 00
Carrolls Corner and Elmsdale	J. Carroll	19	2	12 "	69 00
Castlereagh and Portapique	R. Gamble	16	2	12 "	99 56
Catalone and Grand Lake	H. McDonald	3	3	12 "	32 32
Catalone and New Boston	D. J. McDonald	5	2	12 "	56 00
Catalone and Railway Platform	do	2	3	12 "	67 50
Catalone Gut and Railway Platform	S. Dickson	½	3	12 "	25 00
Catalone Road and Railway Platform	H. A. McDonald	1½	3	6 " (to Dec. 31, '03)..	12 12
Centennial and Long Point	D. McDonald	4	3	12 "	55 00
Central Argyle and Railway Station	C. Spinney	½	16	4 " (from Mch. 1, '04)	17 57
Centre Burlington and Cheverie	L. Sanford	8½	1	3 " (from Apl. 1, '04)	12 00
Centre Burlington and Cogmagun River	M. Sanford, sr.	5	1	3 " "	13 00
Centredale and Lorne	D. W. Campbell	4½	3	12 "	75 00
Centreville and Halls Harbour	G. E. Hunter	9-7½ & 13	1	12 "	99 48
Centreville and Railway Station	C. M. Roscol.	¾	18	12 "	64 52
Chance Harbour and Pictou Landing	S. Fraser	4	2	12 "	52 00
Chapleau and Dean	L. A. Dean	2½	3	12 "	75 00
Chapman Settlement and Rockwell Settlement	L. Greeno	3	2	12 "	45 00
Charleston and Mill Village	W. W. Baker	2	6	1 " (to June 30, '04).	9 16
Charlo's Cove and Guysboro	T. O'Connor	27	6	12 "	765 00
Charlo's Cove and Whitehead	F. Fougere	11½	3	12 "	239 00
Chebogue Point and Yarmouth	C. E. Weston	12	3	12 "	100 00
Cherryfield and Railway Station	S. Meisner	½	3	12 "	48 36
Cherryfield and Sarty's	J. H. Rabar	3	1	12 "	30 00
Chester and Windsor	J. Webber	35	2	12 "	345 00
Chester Basin and New Ross	J. Jollymore	15	2	12 "	98 00
Cheverie and Kennetcook	L. Sanford	8½	1	9 " (to Mch. 31, '04).	36 00

## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cheverie and Newport .....	M. Rathbun....	17 $\frac{1}{2}$	6	12 months.....	680 00
Cheverie and Walton.....	L. Brown.....	11 $\frac{1}{2}$	3	12 " .....	199 00
Chignecto and Maccan .....	W. C. Ripley....	3 $\frac{1}{2}$	3	4 " (to Oct. 31, '03)..	31 33
do do .....	do .....	3 $\frac{1}{2}$	6	8 " from " .....	125 33
Chimney Corner and Dunvegan .....	R. L. McPherson .....	7	3	12 " .....	60 00
Chapmans Brook and Lakeville.....	A. Pineo .....	10	2	12 " .....	84 84
Chipmans Corner and Kentville.....	I. W. Pyke.....	2 $\frac{1}{2}$	6	12 " .....	100 00
Christmas Island and East Bay.....	M. Bryden .....	30 $\frac{1}{2}$	3	12 " .....	448 00
Christmas Island and Ry. Station.....	J. McDougall.....	4 $\frac{1}{2}$	12	12 " .....	55 00
Church Point and Railway Station.....	V. Thibodeau.....	2 $\frac{1}{2}$	12	12 " .....	150 00
Churchville and Mountville.....	J. McMillan.....	3	1	10 " (to Apl. 30, '04)..	19 16
Churchville and New Glasgow.....	J. J. McMillan.....	6	3	12 " .....	100 00
Claremont and River Philip.....	F. S. Bent .....	4	2	12 " .....	83 20
Clarkes Harbour and The Hawk.....	M. Atwood .....	3 $\frac{1}{2}$	6	12 " .....	150 00
Clark's Road and Louisburg .....	J. McLean.....	4 $\frac{1}{2}$	1	12 " .....	29 00
Clarksville and Railway Station.....	A. E. Clark.....	100 yds.	6	7 " (from Dec. 1, '03)	0 58
Clementsport and Clementsvalle.....	C. W. Trimper.....	4	6	12 " .....	118 00
Clementsport and Railway Station.....	E. P. Roop.....	1 $\frac{1}{2}$	12	3 " (to Sept. 30, '03).	14 50
do do .....	J. T. Ray .....	1 $\frac{1}{2}$	12	9 " from " .....	60 00
Clementsvalle and Princesdale.....	C. W. Trimper.....	3 $\frac{1}{2}$	2	12 " .....	25 00
Cleveland and Cleveland Siding.....	D. A. McLeod.....	1	12	4 " 7 d. (from Feb. 23, '04).....	26 58
Cleveland and Kempt Road.....	J. N. McLellan.....	4	6	6 " & 25 days (from Dec. 7, '04).....	79 51
Cleveland and McIntyres Lake Ry. Station.....	D. A. McLeod.....	2 $\frac{1}{2}$	12	2 " 15 d. (from Dec. 7, '04).....	27 74
Cloverdale and Middle Stewiacke.....	T. Winton .....	7	2	12 " .....	80 00
Clyde River and Upper Clyde River .....	R. Boyde.....	25 $\frac{1}{4}$	1	12 " .....	87 00
Coady Settlement and South West Margaree .....	J. M. Coady.....	4	1	7 " (to Jan. 31, '04)..	11 66
Coady Settlement and Main Post Road .....	do .....	$\frac{1}{4}$	3	5 " (from Feb. 1, '04)	4 16
Coddles Harbour and Goldboro.....	J. W. Lawlor.....	7	2	12 " .....	98 00
Cogmagun River and Kennetcook.....	M. Sanford.....	5	1	9 " (to Mar. 31, '04).	39 00
Coldbrook Station and Ry. Station.....	E. E. Porter.....	60 yds.	12	12 " .....	39 24
Coldstream and Gays River.....	M. Andrews.....	5 $\frac{1}{2}$	1	12 " .....	24 20
College Grant and Lochaber.....	D. Gilles .....	6	2	12 " .....	39 00
Collegeville and North Lochaber.....	G. A. Stewart.....	6 $\frac{1}{2}$	3	12 " .....	87 72
Collingwood Corner and Farmington .....	G. Nix .....	12 $\frac{1}{2}$	3	12 " .....	124 00
Collingwood Corner and Jackson's.....	do .....	6 $\frac{1}{2}$	3	12 " .....	120 00
Collingwood Corner and Oxford Junction Station .....	do .....	8	6	12 " .....	250 00
Comeaus Hill and East Chebogue.....	H. Van Horn.....	8 $\frac{1}{2}$	2	12 " .....	90 00
Comeauville and Railway Station.....	C. Gaudet .....	2 $\frac{1}{2}$	12	12 " .....	175 00
Concession and Railway Station.....	P. J. Doucett.....	1 $\frac{1}{2}$	6	12 " .....	59 96
Conns Mills and Railway Station.....	A. DeMings.....	$\frac{5}{8}$	6	12 " .....	32 00
Conquerall Bank and Conquerall Mills.....	A. Snyder.....	5	1	12 " .....	40 00
Cooks Brook and Little River Musquodoboit .....	E. Cook.....	6	3	12 " .....	90 00
Copper Lake and North Lochaber.....	A. Manson.....	4	3	4 " (from Mar. 1, '04)	23 00
Corberrie and Weymouth Bridge.....	P. Gaudet .....	14	2	12 " .....	187 00
Cow Bay and Dartmouth.....	G. Richard .....	20	2	12 " .....	150 00
Coxheath and Sydney.....	R. Martin .....	3	2	9 " (to Mar. 31, '04).	39 00
Coxheath and Sydney River.....	M. D. Lewis.....	1 $\frac{1}{2}$	6	3 " from " .....	19 50
Craigmore and Railway Station.....	A. Cameron.....	1 $\frac{3}{4}$	6	12 " .....	60 00
Cranton Section and Frizzleton.....	G. Ingraham.....	3 $\frac{1}{2}$	3	12 " .....	38 00
Cross Roads Country Harbour and Forest Hill.....	J. A. Mason.....	9	3	12 " .....	100 00
Cross Roads Leitches Creek and Leitches Creek.....	D. Johnson.....	3	3	12 " .....	29 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Cross Roads Leitches Creek and North West Arm.....	A. D. Clark ....	1½	6	12 months .....	60 00
Cross Roads Leitches Creek and Railway Station.....	A. D. Clark ....	¼	6	12 " .....	40 00
Cross Roads Ohio and Donnybrook.	A. Lays .....	7½	1	12 " .....	30 00
Cross Roads Ohio and James River Station.....	J. J. McLean....	9½	6	12 " .....	198 00
Cross Roads St. Georges Channel and West Bay.....	M. R. Hill.....	15	3	12 " .....	273 00
Croustown and Petite River Bridge	S. Hilton.....	3	1	12 " .....	24 00
Cullogen and Digby.....	C. F. Turnbull..	16	1	12 " .....	74 50
Cummings Mountain and Sunnybrae	J. R. McIntosh..	3	1	12 " .....	20 00
Dalhousie Road and Lakeview.....	J. Forrestall....	5	1	12 " .....	30 00
Dalhousie Road and Springfield Ry. Station.....	R. Stoddart ....	17-2½ & ¾	2-4-12	3 " (to Sept. 30, '03).	39 75
do do .. do .....	do .....	10½ & 6½	12-3-6	9 " from " ..	217 25
Dalhousie Settlement and Scotsburn Station.....	C. A. McIntosh..	11½	3	12 " .....	168 04
Dartmouth and Halifax.....	J. B. Maclean..	¼	18	12 " .....	225 00
Dartmouth and Montague Gold Mines.....	F. W. Cooper....	7	3	12 " .....	120 00
Dartmouth and Musquodoboit Harbour.....	R. C. Wambolt..	34	3	12 " .....	584 00
Dean and Shubenacadie.....	W. H. Guild....	36	6	12 " .....	688 00
Debert Station and Folly Mountain	D. E. Totten....	18 & 17	2 & 1	12 " .....	132 60
Debert Station and Masstown.....	G. W. Vance....	4	6	12 " .....	115 00
Debert Station and Ry. Station.....	J. Cottam .....	75 yds.	12	12 " .....	60 00
do do .....	P. Fulmore.....			Arrears for years 1900-01-02.....	50 00
Deep Brook and Railway Station .. do .....	R. W. Purdy....	185 yds.	12	3 " (to Sept. 30, '03).	5 01
do do .....	J. R. Vroom.....	185 yds.	12	9 " from " ..	27 00
Deep Brook and Waldeck Line.....	S. Henshaw ....	2½	2	12 " .....	35 00
Deep Cove and Gaborouse.....	K. Thomas .....	5	1	12 " .....	20 00
Deepdale and Srathlorne.....	A. J. McLellan..	2	6	12 " .....	75 00
Delaps Cove and Granville Ferry ..	W. Hardy .....	12	2	12 " .....	96 00
Denmark and Railway Station.....	J. W. McLeod..	½	12	12 " .....	50 24
Denmark and Truro.....	W. G. Baillie..	36	3	1 " (to July 31, '03)..	38 16
do do .....	do .....	33	3	11 " from " ..	384 82
Descouse and Lennox Ferry.....	A. Landry.....	4	6	12 " .....	100 00
Descouse and Poulamond Wharf...	P. McDonald....	1½	12	Season 1903.....	22 50
Descouse and Rocky Bay.....	J. P. Gruchy....	6	3	12 months .....	50 00
Devon and Goffs .....	M. Smith.....	6½	2	12 " .....	60 24
Digby and Railway Station.....	E. Turnbull....	200 yds.	12	12 " .....	75 00
Digby and West Ferry.....	J. W. Mussels..	8	2	12 " .....	49 00
Digby and Westport .....	W. H. Eldridge..	43	6	12 " .....	1,050 00
Digby Wharf and Railway Station.	C. Winchester..	¼	as req.	12 " .....	60 00
Doucetville and North Range Corner .....	J. Zeigler.....	5 & 3	1 & 2	12 " .....	59 00
Dufferin Mines and Port Dufferin..	E. Gallagher....	4	3	12 " .....	85 84
Dunmaglass and Maple Ridge.....	A. D. Fraser....	3¾	1	12 " .....	25 00
Dunmore and McPherson.....	H. McGillivray..	1½	3	12 " .....	29 48
Dunvegan and Margaree Island....	D. G. McLellan..	5	1	12 " .....	38 00
Earltown and West Earltown.....	D. R. McKay....	5	2	12 " .....	70 00
East Amherst and Hastings.....	J. S. Crandall ..	2	2	12 " .....	40 00
East Bay and Glen Morrison .....	D. Morrison....	3¼	2	12 " .....	40 00



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
East Bay and McAdam's Lake ....	J. McMillan....	7 $\frac{1}{2}$	2	12 months..	67 00
East Bay and Rear East Bay.....	J. Campbell....	3 $\frac{3}{4}$	2	12 "	45 00
East Chezzetcook and Head of Chezzetcook.....	J. W. Pettipas..	3	3	12 "	28 00
East Chezzetcook and Lower East Chezzetcook.....	U. Roast.....	3 $\frac{3}{4}$	3	12 "	60 00
East Dover and McGrath's Cove...	W. Murphy....	3	3	3 " (from Apr. 1, '04)	6 25
East Dover and Peggy's Cove....	C. J. Scott.....	4	2	2 " (to Aug. 1, '03)..	17 00
do do do .....	A. Scott.....	4	2 & 3	10 " from "	75 35
Eastern Harbour and Little River Cheticamp.....	M. T. Ramard..	2 $\frac{1}{2}$	2	12 "	23 48
Eastern Harbour and Margaree Harbour.....	D. W. Munro....	23	6	12 "	595 00
Eastern Harbour and Pleasant Bay	E. Camue.....	24 $\frac{1}{2}$	2	12 "	300 00
East Inglesville and Lawrencetown	J. W. Banks....	7 & 4	2	12 "	93 00
East Jeddore and Jeddore Oyster Ponds.....	F. H. Stoddart..	4 $\frac{1}{2}$	2	12 "	38 00
East Mapleton and East Southampton.....	A. Brown.....	6	2	12 "	125 00
East Margaree and Main Post Road	D. McInnis....	2	6	12 "	65 00
East Mountain and Valley Station.	R. Nelson.....	2 $\frac{1}{2}$	2	12 "	29 00
East Pubnico and Railway Station	B. Hines.....	$\frac{1}{2}$	16	4 " (from Mch. 1, '04)	20 00
East River, St. Mary's and Green's Brook.....	T. Green.....	5 $\frac{1}{2}$	1	3 " 19 dys. (to Oct. 19, '03).....	6 03
do do do .....	do .....	5 $\frac{1}{2}$	2	8 " 12 dys. (from Oct. 19, '03).....	27 93
East River Sheet Harbour and Lewiston.....	G. E. M. Lewis..	7	6	12 "	198 00
East Side Port l'Hebert and Port Joli.....	W. McDonald....	7	1	12 "	40 00
East Side Ragged Islands and Wall's Corner.....	J. Matthews....	3	2	12 "	75 00
East Southampton and Railway Station.....	R. G. Harrison..	$\frac{1}{2}$	12	12 "	60 00
East Southampton and South Brook	J. W. Brown....	5	2	12 "	50 00
Eastville and Upper Stewiacke....	G. Dickie.....	18 $\frac{1}{2}$	6	12 "	269 00
East Wentworth and Wentworth Station.....	D. G. Whiddon..	5	3	12 "	68 00
Edwardsville and North-west Arm.	J. McDonald....	6	3	12 "	156 00
Eel Brook and Lower Eel Brook...	Z. Surette.....	2	6	12 "	50 00
Eel Brook and Railway Station...	T. W. Coleman..	2 $\frac{1}{2}$ & 1 $\frac{1}{4}$	6 & 16	4 " (from Mch. 1, '04)	53 33
Eel Cove and Main Post Road....	D. McLeod.....	$\frac{1}{2}$	6	12 "	15 00
Eel Creek and Oxford.....	M. Hannon.....	19	3	12 "	140 00
Eight Island Lake and Main Post Road.....	J. R. Sutherland	$\frac{1}{2}$	3	12 "	25 00
Ellershouse and Hartville. ....	G. Swinehammer	1 $\frac{1}{2}$	6	12 "	47 49
Ellershouse and Newport.....	W. Smiley.....	6	2	12 "	100 00
Ellershouse and Railway Station...	J. McDonald....	50 yds.	24	12 "	75 00
Elmsdale and Nine Mile River....	do .....	7	2	12 "	64 68
Elmsdale and Railway Station.....	H. R. Whitehead	80 yds.	12	12 "	62 80
Emerald and Main Post Road.....	M. J. Tompkins..	3 $\frac{1}{2}$	2	12 "	25 00
Enfield and Goffs.....	A. J. C. McDonald	6 $\frac{1}{2}$	3	12 "	113 64
Enfield and Railway Station.....	H. F. Donaldson	80 yds.	18	12 "	100 00
Enfield and Renfrew.....	F. D. Horne....	7	2	12 "	74 00
Englishtown and Murray.....	F. J. D. Barnjum	3	6	12 "	180 00
Englishtown and North Sydney...	J. Old.....	27 $\frac{1}{2}$	6	12 "	747 00
Erinville and Roman Valley.....	P. E. Farrell....	7	1	12 "	32 80
Essex and Port Hastings.....	J. McKinnon....	12	1	12 "	57 00
Estmere, Alba and Alba Platform.	W. J. Kennedy..	4 $\frac{1}{2}$ & 2	6 & 3	12 "	90 00
Etang du Nord and Grand Entry...	J. Patton.....	24 $\frac{1}{2}$	as req.	Part of season 1903-'04...	125 00
Eureka and Island East River....	A. McKenzie....	2 $\frac{1}{2}$	3	11 mos. (from Aug. 1, '04)	71 50

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Eureka and Railway Station. ....	H. Grant. ....	1	18	1 month (to July 31, '03)	6 25
do do do do do do	do do do do do do	24	11	mos. from " '03	91 66
Evanston and Railway Station. ....	J. C. McLeod. ....	4	6	" (from Jan. 1, '04)	10 00
Fairview and Railway Station. ....	V. E. Purcell. ....	250 yds.	6 12	"	57 00
Falkland and Herring Cove. ....	P. V. Hayes. ....	3	2 12	"	50 00
Falmouth Station and Ry. Station.	F. H. Manning. ....	12 yds.	12 12	"	60 00
Fauxbourg and Lunenburg. ....	R. A. Backman. ....	6½	1 & 2 12	"	49 48
Feltz South and Rose Bay. ....	W. Mosher. ....	6½	1 & 3 12	"	50 16
Fenwick and Nappan Station. ....	A. E. Ripley. ....	5½	3 12	"	61 00
Ferguson's Lake and Main Post Road. ....	D. Ferguson. ....	1½	3 12	"	25 00
Ferry Landing and Little Narrows.	A. McCaskill. ....	2½	3 12	"	45 00
Ferry Landing and Railway Station.	N. S. McIver. ....	5½	6 12	"	97 48
Fifteen Mile Stream and Hopewell.	J. McNaughton. ....	30 & 4½	1 & 3 12	"	340 00
Fisherman's Harbour and Port Hillford. ....	N. Bingley. ....	11	3 12	"	200 00
Five Islands and Great Village. ....	H. Johnson. ....	28½	6 12	"	641 24
Five Islands and Lower Five Islands.	A. E. Wadman. ....	2	6 12	"	80 00
Five Islands and Parrsboro. ....	A. F. Durning. ....	15	6 12	"	370 00
Folly Lake and Railway Station. ....	C. Fields. ....	100 yds.	12 12	"	40 00
Folly Village and Railway Station.	F. G. Wheaton. ....	4½	2 12	"	200 00
Forbes Point and Lower East Pubnico. ....	J. L. Amiro. ....	7	8	16 days (from June 15, '04)	12 92
Forest Glade and Margaretville. ....	J. I. Nixon. ....	8	3 7	" (from Dec. 1, '03)	43 75
Forest Glen and Kingross. ....	L. McLean. ....	3	1 12	"	20 00
Forties Settlement and New Ross. ....	J. Corkum. ....	5 & 12	1 & 1 12	"	101 64
Fort Lawrence and Railway Station.	C. E. Baker. ....	½	12 12	"	113 60
Fort Lawrence and Upper Fort Lawrence. ....	M. Chapman. ....	2½	3 12	"	60 00
Fort Louisburg and Louisburg. ....	M. Pope. ....	3½	2 12	"	35 00
Fort Point and Weymouth. ....	G. T. Gook. ....	3	2 12	"	30 00
Fourchu and Gaberouse. ....	G. Hardy. ....	12	3 12	"	210 00
Fourchu and Grand River. ....	do do do do do do	30	3 12	"	350 00
Fox Harbour and Wallace. ....	B. Robertson. ....	4 & 13	3 12	"	60 00
Framboise and North Framboise. ....	L. McQueen. ....	5	1 12	"	20 48
Framboise and Loch Lomond. ....	D. Patterson. ....	8	2 12	"	100 00
Fraser's Grant and Heatherton. ....	A. McDougall. ....	5	1 12	"	46 00
Fraser's Grant and New France. ....	L. McNeil. ....	1½	1 12	"	12 00
French River and McGrath's Mountain. ....	W. Flynn. ....	4¾	2 12	"	28 48
Frenchvale and North West Arm. ....	M. H. Gouthro. ....	7	1 1	(to July 31, '03).	8 08
do do do do do do	do do do do do do	7	2 11	" from "	66 66
Frizzleton and Marsh Brook. ....	A. D. Ross. ....	4½	3 12	"	40 00
Gaberouse and Gaberouse Barachois.	D. J. McLeod. ....	1½	2 12	"	40 00
Gaberouse and Gull Cove. ....	E. Bagnell. ....	4	1 12	"	40 00
Gaberouse and Sydney. ....	A. Richey. ....	27	3 12	"	363 60
Gaspereaux and Vesuvius. ....	J. D. Martin. ....	19	2 12	"	79 00
Gaspereaux and Wolfville. ....	M. Cleveland. ....	2½	6 12	"	96 00
Gegoggin and Liscomb. ....	H. Croft. ....	6	1 12	"	50 00
Georges River and North Sydney Junction Station. ....	L. Day. ....	2	12 12	"	200 00
Georges River and Scotch Lake. ....	J. McLeod. ....	1¾	6 5	" (from Feb. 1, '04)	43 33
Georges River Station and Long Island Main. ....	D. B. O'Handley. ....	2½	2 12	"	55 00
Georges River Station and Railway Station. ....	W. Almon. ....	80 yds.	3 12	"	25 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Georges River Station and Scotch Lake.....	D. McKinnon....	31 <sup>3</sup> / <sub>4</sub>	2	3 mos. (to Sept. 30, '03).	26 00
Georgeville and Glebe Road.....	A. McInnis. ....	15	1	10 " (to April 30, '04).	29 17
Georgeville and Glendale .....	do .....	15	1	2 " from " .....	5 83
Georgeville and Malignant Cove....	D. McInnis.....	5	6	12 " .....	139 25
Georgeville and Morar .....	J. A. Gillis.....	24 <sup>3</sup> / <sub>4</sub>	3	12 " .....	46 80
Gerrard Island and Pope's Harbour	R. Gerrard.....	24 <sup>3</sup> / <sub>4</sub>	3	3 " (from Apr. 1, '04)	12 50
Gilbert Cove and Railway Station	C. White.....	34 <sup>1</sup> / <sub>4</sub>	12	12 " .....	170 00
Gilbert Mountain and Halfway River Station .....	D. Atkinson....	8	2	12 " .....	78 48
Gillander's Mountain and Middle River .....	C. McLennan....	4	1	12 " .....	21 00
Gillis Cove and Orangedale.....	P. McLellan....	24 <sup>3</sup> / <sub>4</sub>	2	12 " .....	20 00
Glace Bay and Port Caledonia.....	D. Merlin.....	3	6	12 " .....	302 00
Glace Bay and Railway Station.....	L. Madore.....	1 <sup>1</sup> / <sub>4</sub>	12	1 " (to July 31, '03)..	5 00
do do .....	D. Merlin.....	1 <sup>1</sup> / <sub>4</sub>	12	3 " (to Oct. 31, '03)..	50 25
do do .....	L. H. Petrie....	4	6	8 " from " .....	50 00
Glasgow and Shunacadie .....	D. S. McKinnon	4	2	12 " .....	35 00
Glassburn and Main Post Road.....	J. B. McDonald	1 <sup>1</sup> / <sub>4</sub>	6	12 " .....	8 00
Glencoe and Upper Glencoe .....	P. Campbell....	5	2	12 " .....	39 88
Glendale and West Bay Road .....	A. McDonald....	7 <sup>1</sup> / <sub>4</sub>	6	12 " .....	244 00
Glendyer and Railway Station.....	N. Cameron....	1 <sup>1</sup> / <sub>4</sub>	6	12 " .....	61 60
Glenelg and Sherbrooke.....	J. McGrath....	11	3	12 " .....	149 00
Glenarry and Mabou .....	A. Beaton .....	4	2	12 " .....	30 00
Glenarry Station and Ry. Station.	A. McArthur....	100 yds.	12	12 " .....	54 00
Glenarry Station and Union Centre	D. McDermid ..	22	3	12 " .....	189 00
Glen Margaret and Head of St. Margaret's Bay.....	W. Mahar.....	12	6	12 " .....	249 00
Glen Margaret and Peggy's Cove ..	O. Dauphin....	94 <sup>3</sup> / <sub>4</sub>	6	12 " .....	178 36
Glenora and Main Post Road.....	W. A. Lamey....	4	3	12 " .....	35 00
Glenville and Willowbank.....	D. D. McLellan.	13 <sup>3</sup> / <sub>4</sub>	3	12 " .....	30 00
Glenwood and Railway Station.....	J. Frost & Sons.	3	as req.	12 " .....	200 00
Glenwood and Roberts Island.....	do .....	3	2	12 " .....	25 00
Goldenville and Sherbrooke.....	M. McGrath....	24 <sup>3</sup> / <sub>4</sub>	3	12 " .....	70 00
Gore and Maitland.....	R. S. Walker....	20	1 & 2	12 " .....	345 00
Gore and Mount Uniacke.....	D. McPhee....	27	3	12 " .....	440 00
Gore and Newport.....	G. A. Cary.....	41	3	12 " .....	353 00
Gore and Shubenacadie.....	J. W. Dinsmore.	40, 45 & 33	1	12 " .....	293 00
Grand Anse and Grandique Ferry..	J. McDonald ..	3	6	7 " 23 days (to Feb. 23, '04).....	41 49
Grand Anse and Railway Station..	M. McPherson..	14 <sup>1</sup> / <sub>2</sub>	12	6 " 25 days (from Dec. 7, '03)...	56 79
Grand Entry and Lemieux.....	H. Taker.....	6-13	1	Part of seasons 1903 & '04	44 00
Grandique Ferry and Lennox Ferry	J. V. Shaw.....	24 <sup>3</sup> / <sub>4</sub>	6	12 months.....	600 00
Grandique Ferry and Railway St'n.	J. McDonald....	24 <sup>3</sup> / <sub>4</sub>	6	4 " 1 day (from Feb. 24, '04).....	42 20
Grandique Ferry and West Arichat	J. Parker.....	11	6	12 " .....	475 55
Grand Lake Station and Railway Station.....	S. C. Fiske.....	300 yds.	12	12 " .....	35 00
Grand Narrows and Railway St'n	E. A. MacNeil..	1 <sup>1</sup> / <sub>4</sub>	12	12 " .....	35 00
Grand Pré and Long Island.....	A. Fullerton....	24 <sup>3</sup> / <sub>4</sub>	3	12 " .....	80 00
Grand Pré and Melanson .....	J. L. Simson....	3	3	12 " .....	70 00
Grand Pré and Railway Station.....	E. McLatchy....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	87 92
Grand River and Grand River Falls	D. N. McKillop.	4	2	12 " .....	25 00
Grand River and Lewis Cove Road.	H. McLeod.....	3	2	12 " .....	16 66
Grand River and St. Peters.....	R. C. Morrison..	17	6	6 " (to Dec. 31, '03).	210 00
do do .....	A. McEachern..	17	6	6 " from " .....	249 50
Granton and Westville .....	D. Porter.....	7	3	12 " .....	169 26
Granville Ferry and Victoria Beach	V. J. Young....	17	6	12 " .....	312 00
Great Village and Railway Station.	A. S. Kent.....	4	12	12 " .....	96 00
Green Cove and Main Post Road.....	J. Roberts.....	14 <sup>1</sup> / <sub>4</sub>	2	3 " (to Sept. 30, '03).	6 25
do do .....	W. H. Dupe....	14 <sup>1</sup> / <sub>4</sub>	2	9 " from " .....	18 75



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Greenfield and Middlefield .....	J. E. Tibert .....	5	3	12 months.....	73 00
Greenfield and Valley Station.....	A. J. McKenzie.....	5	2	12 " .....	70 00
Green Harbour and Main Post Road .....	G. E. Williams.....	2	3 & 6	12 " .....	70 16
Green Hill and Westville.....	J. D. Cameron.....	6	3	12 " .....	156 00
Greenville Station and Henderson Settlement.....	J. R. McKeand.....	6	3	12 " .....	80 00
Greenwich and Lower Canard.....	H. N. Forsyth.....	6 & 1	6 & 12	12 " .....	250 40
Greenwich and Railway Station .....	F. E. Forsyth.....	12 yds.	24	12 " .....	62 60
Greenwich and White Rock Mills.....	J. L. Bishop.....	5	3	12 " .....	62 36
Grindstone Island, Etang du Nord and South Beach.....	J. Patton.....	5 & 9½	2	Part of seasons 1903-04...	148 13
Grosses Coques and Railway St'n.....	J. E. Comeau.....	4½	12	12 months.....	325 00
Grosvenor and Railway Station.....	S. J. O'Neill.....	5	3	12 " .....	101 00
Gunning Cove and McNutts Island.....	C. Rapp.....	3½	1	12 " .....	22 24
Guysboro' and Heatherton.....	D. D. Harrington.....	28	6	12 " .....	1,378 00
Guysboro' and Salmon River Lake.....	J. E. Lawlor.....	13	3	6 " (to Dec. 31, '03).....	90 50
do do .....	D. D. Harrington.....	13	3	6 " from " .....	90 50
Guysboro' Intervale and North Intervale.....	W. A. McKenzie.....	3	3	12 " .....	48 00
Half Island Cove and Lower Whitehaven .....	S. Hendsbee.....	13	6	12 " .....	309 46
Halfway Brook and Lily Vale.....	S. Pyke.....	2½	2	12 " .....	30 00
Halfway River Station and Harrison Settlement.....	I. Fullerton.....	6	2	12 " .....	95 40
Halfway River Station and Pettigrew Settlement.....	R. Fullerton.....	4½	3	12 " .....	70 00
Halfway River Station and Railway Station.....	F. Fullerton.....	8	12	12 " .....	50 00
Halifax and Gottengen Street Branch Office.....	F. Hughes.....	1	18	12 " .....	180 00
Halifax Letter Carriers' Service.....	Halifax Electric Tramway Co.....			12 " .....	360 00
Halifax and Lower Prospect.....	S. Slaunwhite.....	22½	1	12 " .....	84 00
Halifax and Mahone Bay.....	McLean Bros.....	62	6	12 " .....	2,075 00
Halifax and Prospect.....	J. Doherty.....	21	3	12 " .....	225 00
Halifax and Railway Station.....	J. Nolen.....	1½	as req.	12 " .....	1,114 50
Halifax and Sambro.....	J. N. Smith, jr.....	21½	2	12 " .....	120 00
Halifax and West River Sheet Harbour.....	R. Stoddart.....	83 & 44½	3	12 " .....	1,749 04
Halifax and Wharf.....	H. W. Blackadar (to pay).....			Special trips.....	1 00
Halifax—Special Xmas Delivery.....	F. Hughes.....			12 " .....	12 00
Hantsport and Lochartville.....	B. Mason.....	3	3	12 months.....	78 00
Hantsport and Railway Station.....	S. H. Mitchner.....	½	24	12 " .....	68 00
Harbour au Bouche and Railway Station.....	M. Pelrine.....	2	12	12 " .....	90 00
Harbourville and Railway Station.....	G. Collins.....	12	3	12 " .....	226 58
Hawkesbury Crossing and Inverness Railway's train.....	L. Embree.....			Special trips.....	2 00
Hawthorne and Port Hood.....	J. D. Beaton.....	4	2	12 months.....	19 48
Hay Cove and Loch Lomond.....	R. D. Morrison.....	12½	3	12 " .....	98 72
Hay River and Mount Young.....	A. S. McKinnon.....	1½	3	12 " .....	30 00
Hazel Hill and Little Dover.....	P. Sampson.....	4	2	12 " .....	60 00
Head of Jeddore and Lower West Jeddore.....	S. Dooks.....	9	3	12 " .....	119 00
Head River Hebert and River Hebert.....	J. O. Scott.....	5	3	12 " .....	135 00
Heathbell and Scotsburn Station.....	D. G. McKay.....	3	3	12 " .....	71 00
Heatherton and Railway Station.....	D. D. Harrington.....	½	12	12 " .....	35 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hebbs Cross and Micmac Gold Mines.....	B. Bolever.....	3½	3	12 months.....	20 83
Hebron and Railway Station.....	S. A. Bain.....	12	12	" .....	75 00
Hectanooga and Railway Station.....	J. A. Blackadar.....	50 yds.	12	" .....	40 00
Hemford and Railway Station.....	W. Mailman.....	12	4	(from Mar. 1, '04)	17 60
Hemford and Simpson's Corner .....	do .....	3	3	" .....	33 79
Hilden and Railway Station.....	J. Wynn.....	12	12	" .....	50 00
Hillaton and Railway Station.....	C. Dorman.....	24	12	" .....	101 00
Hill Grove and Railway Station.....	S. Thomas.....	3	3	12 "	60 00
Hillside and Railway Station.....	M. Ferguson.....	12½	3	12 "	165 36
Hodson and River John.....	W. Gammon.....	10	3	12 "	69 00
Homerville and South Port Morien.....	H. Spencer.....	9	1	12 "	40 00
Hopewell and Railway Station.....	F. Proudfoot.....	12	12	" .....	50 00
Hortonville and Railway Station.....	F. G. Curry.....	12	12	" .....	100 00
Indian Harbour Lake and Sherbrooke.....	A. Cameron.....	41	3	12 "	193 00
Indian Point and Mahone Bay.....	J. A. Andrews.....	5½	2	12 "	52 00
Inverness Asylum and Railway Stn.....	D. McDonnell.....	6	12	" .....	30 00
Inverness and Railway Station.....	D. McIsaac.....	12	12	" .....	35 00
Inverness and Sight Point .....	J. D. McEachen.....	9	2	" (from Oct. 1, '03).	52 50
Iona and Lower Washabuck.....	A. M. McDonald.....	33	3	12 "	225 00
Iona and Railway Station.....	E. A. McNeil.....	12	12	" .....	50 00
Irish Cove and Lake Uist.....	D. McDougall.....	5	2	12 "	32 32
Irish Cove and St. Peters .....	A. McNeil.....	27	6	11 " 16 days (from July 16, '03)...	911 27
Irish Cove and Sydney.....	do .....	34½	6	11 " 16 days (from July 16, '03)...	1,342 93
Iron Ore and Sunnybrae.....	J. McDonald.....	4	1	12 "	26 00
Iron Rock and Railway Station.....	C. Fraser.....	300 yds.	12	11 " (from Oct. 1, '03)...	55 00
Ivera and Upper Middle River .....	J. H. McLennan.....	2	2	12 "	20 00
Jacksonville and North Sydney.....	J. B. Jackson.....	3½	6	12 "	100 00
James River and James River Stn.....	P. McDonald.....	3	2	12 "	35 48
James River Station and Railway Station.....	J. McDonald.....	100 yds.	12	12 "	72 50
Jamesville and McKinnons Harbour.....	M. McDonald.....	2½	3	12 "	50 00
Jauvrins Harbour and West Arichat.....	S. Bonin.....	5	2	12 "	90 00
Jeddore Oyster Ponds and Upper Lakeville.....	H. Faulkner.....	4	2	11 " (from Aug. 1, '03).	36 66
Jersey Cove and Main Post Road.....	J. Montgomery.....	350 yds.	6	9 " (from Oct. 1, '03).	11 25
Joggins Bridge and Railway Station.....	H. J. Woodman.....	1½	12	12 "	81 64
Joggins Mines and Lower Cove.....	C. Melanson.....	3	6	12 "	199 00
Joggins Mines and Railway Station.....	do .....	3	12	12 "	81 36
Jordan Bay and Shelburne.....	J. H. Bowen.....	5 & 24	3	12 "	197 00
Jubilee and McKinnons Harbour.....	D. A. McNeil.....	6½	3	12 "	68 00
Judique and Melford .....	J. J. McDonnell.....	14½	2	12 "	98 96
Judique and Railway Station.....	N. S. McIsaac.....	1	12	12 "	35 00
Judique and Upper South West Mabou.....	A. McLellan.....	9½	2	12 "	68 98
Kennetcook Corner and Noel.....	J. Murray.....	20	2	12 "	80 00
Kennetcook Corner and Railway Station.....	T. Barron.....	200 yds.	6	11 " 19 dys. (from July 13, '03).....	30 26
Kennington Cove and Louisburg.....	A. McLean.....	6	1	12 "	40 00
Kentville and Lakeville.....	M. Driscoll.....	19	6	12 "	297 00
Kentville and New Ross.....	J. S. Murphy.....	26	2	12 "	188 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Kentville and Railway Station.....	J. H. Hiltz.....	1 <sup>3</sup> / <sub>4</sub>	36	12 months .....	150 00
Kerrowgare and Sunnybrae.....	A. McL. Sinclair.....	4 <sup>1</sup> / <sub>2</sub>	2	12 " .....	46 00
Kewstoke and Whycocomagh .....	A. McQueen.....	7 <sup>1</sup> / <sub>2</sub>	1	12 " .....	50 00
Kingsburg and Lunenburg.....	E. N. Naas.....	34 <sup>1</sup> / <sub>2</sub>	6	12 " .....	461 84
Kings Head and New Glasgow.....	M. McKenzie.....	7 <sup>1</sup> / <sub>2</sub>	3	12 " .....	150 00
Kingsport and Medford.....	W. West.....	2	3	12 " .....	40 40
Kingsport and Railway Station.....	E. C. Wall.....	1 <sup>1</sup> / <sub>2</sub>	24	12 " .....	55 00
Kingsport and Railway Wharf.....	J. D. Ellis.....	1 <sup>1</sup> / <sub>2</sub>	12	1 " (from June 1, '04)	6 50
Kingston Station and Melvern Square.....	J. Randall.....	2 <sup>1</sup> / <sub>2</sub>	6	12 " .....	150 00
Kingston Station and North Kingston.....	A. C. Vanbuskirk.....	9 & 15	1 & 2	3 " (to Sept. 30, '03)..	25 00
do do .....	G. Walker.....	9 & 15	1 & 2	9 " from " .....	75 00
Kingston Station and Railway Stn.	J. F. Reagh.....	100 yds.	12	12 " .....	31 28
Kingston Station and Tremont.....	M. H. Welton.....	12 <sup>1</sup> / <sub>2</sub> & 16	1	12 " .....	75 00
do do .....	A. J. Saunders.....	4	1	12 " .....	20 00
Kingsville and McIntyre's Mountain	A. D. McIntyre.....	5	2	12 " .....	42 00
Kingsville and Queensville.....	D. Boyd.....	3	2	6 " (to Dec. 31, '03)..	22 50
Kinsman's Corner and Waterville..	R. D. Pineo.....	15	6	12 " .....	241 04
LaHave Island and West Dublin...	R. Bushen.....	5	2	12 " .....	79 00
Lake Ainslie South Side and Strathlorne .....	J. A. McKenzie.....	20 <sup>1</sup> / <sub>2</sub>	3	12 " .....	158 19
Lake Annes and Railway Station..	G. A. Gossar.....	1 <sup>1</sup> / <sub>2</sub>	6	12 " .....	50 00
Lake Killarney and Shinimecas Bridge.....	E. Wood.....	3 <sup>1</sup> / <sub>2</sub>	2	12 " .....	30 00
Lakelands and Railway Station...	J. E. Brown.....	1 <sup>1</sup> / <sub>2</sub>	6	12 " .....	102 96
Lake Munro and Milford.....	L. Orde.....	7 <sup>1</sup> / <sub>2</sub>	3	12 " .....	65 00
Lake Pleasant and Springfield.....	L. McNaye.....	2 <sup>1</sup> / <sub>2</sub>	3	12 " .....	35 00
Lake Ramsay and New Ross.....	S. Hiltz.....	5	2	12 " .....	43 40
Lakevale and West Lakevale.....	R. R. Boyd.....	3 <sup>1</sup> / <sub>2</sub>	6	12 " .....	90 00
Lander and Lower Stewiacke.....	R. J. Pollock.....	4 <sup>1</sup> / <sub>2</sub>	2	12 " .....	41 00
Lansdowne Station and Pleasant Valley.....	W. Murray.....	14	3	12 " .....	200 00
Lansdowne Station and Railway Station.....	G. Sutherland.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	50 00
Lapland and Newcomb .....	J. Garber.....	20	1	12 " .....	40 00
Lawrencetown and Nictaux Corner School House .....	H. Daniels.....	16	3	12 " .....	95 00
Lawrencetown and Railway Station	W. G. James.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	80 00
Leamington and Spring Hill.....	G. Nelson.....	4	2	12 " .....	79 00
Leitche's Creek and Upper Leitche's Creek .....	A. Beaton.....	5	1	12 " .....	35 00
Lewis Bay and Marion Bridge.....	N. McDonald.....	32	3	12 " .....	234 00
Lewis Bay and Upper Grand Mira.	N. Campbell.....	5	3	12 " .....	25 00
Lewis Mills and Mount Uniacke...	W. Glassey.....	8	2	12 " .....	120 00
Lewis Mountain and Whycocomagh Bay North Side.....	N. Martin.....	4	2	12 " .....	38 00
Lexington and Port Hastings .....	J. McKinnon.....	3	3	12 " .....	59 00
Lindon and Pugwash.....	T. Holly.....	10 & 12	3	12 " .....	239 80
Lingan and Sydney.....	J. A. McLean.....	36 <sup>1</sup> / <sub>2</sub>	6	12 " .....	557 09
Linwood and Railway Station.....	H. Decoste.....	2	12	12 " .....	67 00
Liscombe Mills and West Liscombe do .....	W. A. Langille.....	5 <sup>1</sup> / <sub>2</sub>	2	3 " (to Sept. 30, '03)..	12 50
do do .....	E. Misener.....	6	2	9 " from " .....	52 50
Little Bass River and Pleasant Hills	D. McLaughlin.....	5	2	12 " .....	41 00
Little Bras d'Or and Point Aconi..	J. Dav.....	7	1	12 " .....	52 00
Little Harbour and Reidway .....	S. J. Reid.....	4	1	12 " .....	25 00
Little Judique and Railway Station	A. D. Beaton.....	2 <sup>1</sup> / <sub>2</sub>	6	12 " .....	71 96
Little Judique and Rear Little Judique.....	M. H. Beaton.....	4	2	12 " .....	36 10



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Little Lorraine and Main-a-Dieu...	C. McDougall...	4	1	1 mos. (to July 31, '03).	2 66
do do	J. M. Donald...	4	1 & 2	11 " from "	42 50
Little Mabou and Port Hood...	A. H. McIsaac...	4	1	12 " "	18 00
Little Pond and Sydney Mines...	W. Marsh...	4	1	12 " "	35 00
Little Port Hebert and Sable River	S. A. Craig...	10	2	12 " "	120 00
Liverpool and Milton...	W. T. Stafford...	3	12	12 " "	147 00
Liverpool and Port Medway...	G. Henderson...	13	6	6 " (to Dec. 31, '03).	187 44
do do	F. B. Dolliver...	13	6	6 " from "	187 44
Liverpool and Western Head...	A. L. West...	7	3	12 " "	150 00
Livingstones Cove and Morar...	J. McKinnon...	4	3	5 " (to Feb. 29, '04).	25 00
Livingstones Cove and Point of Cape...	D. McDougall...	4	1	12 " "	19 00
Lochaber Mines and Main Post Road	J. S. McCarthy...	1	6	12 " "	35 00
Loch Broom and Railway Station...	R. McLeod...	$\frac{1}{2}$	3	12 " "	30 00
Logan's Tannery and Railway Stn.	F. Wilson...	$\frac{1}{2}$	12	3 " (to Sept. 30, '03).	12 00
Londonderry and Railway Station...	R. P. Bigney...	$2\frac{3}{4}$	24	12 " "	124 80
Londonderry Station and Railway Station...	I. S. Giddons...	200 yds.	12	12 " "	65 00
Long Point and Railway Station...	D. Chisholm...	$1\frac{1}{2}$	6	12 " "	41 25
Louisburg and Railway Station...	N. H. Murphy...	$\frac{1}{2}$	12 & 24	12 " "	78 08
Louisville and River John...	C. Mingo...	4	6	12 " "	38 00
Lourdes and Railway Station...	A. A. McDonald...	$\frac{1}{3}$	12	12 " "	55 00
Lovat and West River...	J. W. Fraser...	5	3	12 " "	101 12
Lower Argyle and Morris Island...	J. Babine...	3	2	12 " "	50 00
Lower Argyle and Railway Station	J. F. McLaren...	$\frac{1}{2}$	16	4 " (from Mar. 1, '04)	16 66
Lower East Pubnico and Railway Station	H. T. D'Entremont...	50 yds.	16	4 " (from Mar. 1, '04)	16 66
Lower Five Islands and Lynn...	D. W. Lewis...	6	2	12 " "	56 50
Lower Foster's Settlement and Newburn...	C. A. Jodrey...	3	1	12 " "	28 00
Lower L'Ardoise and Point Michaud	P. E. Sampson...	4	2	12 " "	26 00
Lower Meagher's Grant and Meagher's Grant...	W. McLean...	$2\frac{1}{2}$	3	12 " "	62 00
Lower Meagher's Grant and Musquodoboit Harbour...	W. Usher...	14	1	12 " "	40 00
Lower Middle River and Main Post Road	D. McRea...	$\frac{3}{4}$	6	12 " "	20 00
Lower Onslow and Truro...	G. A. Barnhill...	$22\frac{1}{2}$	3	12 " "	397 00
Lower River Hebert and Maccau...	J. McAloney...	$9\frac{1}{2}$	3	12 " "	125 00
Lower River Inhabitant and Point Tupper...	M. Proctor...	$12\frac{1}{2}$	3	12 " "	325 00
Lower Saulnierville and Saulnierville...	J. G. Comeau...	$1\frac{1}{2}$	6	4 " and 15 dys. (from Feb. 15, '04) ..	16 93
Lower Ship Harbour and Ship Harbour Lake...	G. W. Weber...	23	3	12 " "	93 00
Lower Stewiacke and Railway Stn.	R. J. Pollock...	$\frac{1}{2}$	24	12 " "	94 00
Lower Stewiacke and Ramsay...	W. Ramsey...	5	1	12 " "	28 00
Lower Stewiacke and Wittenburg...	E. H. McGregor...	$20\frac{1}{2}$ & $23\frac{1}{2}$	2 & 1	12 " "	143 32
Lower Wedge and Yarmouth...	M. W. Allen...	$9\frac{1}{2}$	6 & 8	6 " (from Jan. 1, '04)	225 00
Lower Wentworth and Railway Station...	J. H. Livingstone...	$8\frac{1}{2}$	6 & 12	12 " "	298 00
Lower West Pubnico and Pubnico Head...	L. B. Smith...	9	6	12 " "	224 00
Low Point and Railway Station...	A. McMaster...	$1\frac{1}{4}$	6	12 " "	50 00
Lucasville and Middle Sackville...	G. H. Lucas...	3	2	12 " "	30 00
Lunenburg and Railway Station...	R. A. Bachman...	$\frac{1}{2}$	12	12 " "	74 72
Lunenburg and Second Peninsula...	D. H. Zink...	5	1	12 " "	40 00
Lunenburg and Street Letter Box...	J. M. Anderson...	$\frac{1}{2}$	13	12 " "	41 60
Lyons Brook and Railway Station...	F. Wilson...	$12\frac{1}{2}$	12	9 " (from Oct. 1, '03)	36 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
McAdams Lake and Steeles Lake..	H. McKinnon..	4	1	12 months.....	22 00
McAulay's and Peters Brook .....	A. McLeod.....	3	1	12 " .....	30 00
McCallum Settlement and Upper North River.....	A. McCallum...	3	3	2 " (to Sept. 30, '03).	11 66
do do .....	L. B. McCallum	3	3	9 " from " ..	45 00
McIntyre's Lake and Melville.....	J. Duff.....	3	3	12 " .....	60 00
McIntyre's Lake and Railway Stn.	D. McIntyre....	$\frac{1}{4}$	6	12 " .....	25 00
McKay's Corner and McLeod's Crossing .....	M. McKay.....	$\frac{1}{2}$	12	12 " .....	157 00
McKinnons Brook and Mabou.....	A. R. Beaton...	11 $\frac{1}{2}$	3	12 " .....	100 00
McKinnons Harbour and Railway Station.....	J. Y. Gillis.....	$\frac{1}{2}$	6	12 " .....	36 00
McNeily's and Main Post Road....	F. McNeily.....	1	3	5 " (to Nov. 30, '03).	4 16
Mabou and Railway Station.....	L. McNeil.....	1	12	12 " .....	60 00
Mabou and South West Ridge.....	J. A. Beaton.....	3	3	12 " .....	40 00
Mabou and Whycocomagh.....	J. P. Smith.....	18	6	12 " .....	470 96
Maecan and Railway Station.....	R. J. Harrison..	$\frac{1}{2}$	24	12 " .....	97 00
Mader's Cove and Mahone Bay.....	J. W. Langille..	3	6	12 " .....	93 00
Mahone Bay and Railway Station.	W. H. S. Zwicker	1	12	11 " .....	92 00
Mahone Bay and Upper New Cornwall.....	A. C. Zwicker..	13	1	8 " (to Feb. 29, '04).	42 66
do do .....	do .....	8 $\frac{1}{2}$ & 4 $\frac{1}{2}$	3 & 1	4 " from " ..	60 31
Mahone Bay and Walden.....	C. H. Nass.....	14	1	12 " .....	92 00
Main-à-Dieu and Railway Platform	C. McDougall..	7	3	1 month (to July 31, '03)	17 33
do do .....	A. McDonald..	7	3	11 months from " ..	174 16
Main-à-Dieu and Seatarie Island ..	M. McCuish.....	9	1	12 " .....	121 98
Maitland and Noël.....	R. Webb.....	12	6	12 " .....	400 00
Maitland and Shubenacadie.....	T. Cox.....	20	6	12 " .....	750 00
Malagash Point and Railway Stn.	J. McInnis.....	32 $\frac{1}{2}$ & 22 $\frac{1}{2}$	6 & 3	12 " .....	240 00
Malignant Cove and Maryvale.....	W. J. McDonnell	4	3	12 " .....	84 00
Malignant Cove and Merigomish ..	A. G. Fraser.....	22 $\frac{1}{2}$	6	9 " (to Mar. 31, '04).	552 75
do do .....	J. Murdock.....	22 $\frac{1}{2}$	6	3 " from " ..	250 60
Manganese Mines and Valley Stn.	A. R. Fraser.....	3 $\frac{1}{2}$	2	12 " .....	39 00
Marble Mountain and Militia Point	M. McLeod.....	7 $\frac{1}{2}$	3	12 " .....	72 48
Marble Mountain and Railway Stn	D. Beaton.....	18	6	12 " .....	589 00
Margaree Forks and North East Margaree .....	P. E. Tompkins.	5	6	12 " .....	99 00
Margaree Harbour and Railway Station .....	A. R. McDonald	24	6	12 " .....	1,095 00
Margaretville and Middleton.....	R. Magranahan..	15	3	5 " (to Nov. 30, '03).	79 16
do do .....	do .....	9	6	5 " and 16 days (to May 16, '04)...	137 90
do do .....	A. Magranahan..	10	6	1 month and 15 days (from May 16, '04)...	37 08
Margaretville and Morden.....	J. Redgate.....	13 $\frac{1}{2}$	1	12 months .....	39 60
Marion Bridge and Trout Brook...	N. Fergusson...	5	1	12 " .....	25 00
Marion Bridge and Woodbine.....	W. A. McLean...	6	2	12 " .....	40 00
Marshalltown and Railway Station.	I. T. Morgan....	1 $\frac{1}{2}$	12	12 " .....	120 00
Marshville and River John .....	B. Langille.....	3 $\frac{1}{2}$	3	12 " .....	44 50
Marshy Hope and Railway Station.	J. W. Dewar....	$\frac{1}{4}$	3	12 " .....	26 00
Mattalatt's Lake, Railway Station and West Tatamagouche .....	A. Patriquin....	12	3	12 " .....	128 00
Mavilette and Yarmouth.....	H. Thurston....	20	6	12 " .....	450 00
Meadows Road and Sydney.....	S. A. Gillis.....	5 $\frac{1}{2}$	2	12 " .....	77 00
Meadowville Station and Murrayfield.....	J. A. Ross.....	7	3	12 " .....	105 00
Meadowville Station and Railway Station.....	R. McConnell....	$\frac{1}{2}$	12	12 " .....	54 32
Meadowville Station and Sundridge	G. Clark.....	4	3	12 " .....	69 00
Meiklefield and Main Post Road ..	J. D. Meikle....	2	2	12 " .....	18 00
Meiklefield and Woodfield .....	do .....	4	1	12 " .....	17 88



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Meisners and New Germany .....	B. Conrad.....	5	2	12 months .....	75 00
Melford and River Dennis Station..	K. McKenzie....	6 $\frac{3}{4}$	6	12 " .....	119 00
Melford and Upper River Dennis..	A. McPhail.....	2 $\frac{1}{2}$	2	12 " .....	30 28
Melford and Victoria Line .....	K. McLennan....	2 $\frac{1}{2}$	3	12 " .....	25 88
Melrose and Sunnybrae.....	M. H. Grant....	35	3	12 " .....	575 75
Merigomish and Railway Station...	J. C. Mitchell...	50 yds.	12	12 " .....	80 00
Meteghan and Railway Station...	W. German.....	5 $\frac{1}{2}$	12	12 " .....	48 00
Middle East Pubnico and Railway Station .....	S. D'Entremont.	$\frac{1}{3}$	16	4 " (from March 1, '04) .....	13 33
Middle Musquodoboit and Moose River Gold Mines .....	M. J. Higgins..	14	3	12 " .....	234 00
Middle Musquodoboit and Murchyville .....	W. McClusky...	10	2	12 " .....	48 48
Middle Musquodoboit and South Branch .....	G. B. Phalen....	14 $\frac{1}{2}$	1	12 " .....	58 00
Middle Musquodoboit and Wyse's Corner .....	J. Higgins.....	27	3	12 " .....	180 00
Middleton and Nictaux Falls. ....	F. L. Shaffner...	8	6	12 " .....	200 00
Middleton and Outram .....	N. Healy.....	12 $\frac{1}{2}$	3	12 " .....	105 96
Middleton and Port George.....	F. S. Mosher....	8	3	12 " .....	88 00
Middleton and Railway Station...	O. Wheelock....	$\frac{1}{4}$	18	12 " .....	164 00
Milford Station and Railway Stn..	G. H. McTetridge.....	$\frac{1}{4}$	12	12 " .....	62 60
Mill Road and New Ross .....	E. M. Boylan....	5	1	12 " .....	24 48
Millville and Six Mile Brook .....	B. C. Kennedy ..	4 $\frac{1}{2}$	3	12 " .....	130 00
Millville and Scotsburn .....	G. Young.....	6 $\frac{1}{2}$	1	12 " .....	41 60
Mineville and Main Post Road .....	A. T. Crook.....	2	3	12 " .....	43 00
Minndie and River Hebert West Side .....	L. E. Brian.....	7	6	12 " .....	249 00
Mira Gut and Port Morien.....	J. R. McAuley ..	25	1	12 " .....	123 00
Mitchell's Bay and Necum Teuch..	G. W. Smith....	3	3	2 " (from May 1, '04) .....	10 00
Monk's Head and Pomquet .....	P. J. Landry....	2 $\frac{1}{2}$	3	12 " .....	45 00
Mooseland and Tangier .....	T. H. Hilchy....	13	3	12 " .....	190 48
Morden and Victoria Harbour .....	W. Dempsey....	3 $\frac{3}{4}$	1	12 " .....	28 44
Morrison and West Bay .....	R. Morrison....	4	2	12 " .....	25 00
Moser's River and West River Sheet Harbour.. .....	J. S. Cameron...	32 $\frac{1}{2}$	3	12 " .....	743 00
Mosherville and Rawdon .....	J. Britton.....	7	2	12 " .....	65 00
Mossman's Grant and Railway Station .....	E. S. Knox.....	100 yds.	6	12 " .....	25 00
Mountain Road and River John...	A. Patriquin....	$\frac{1}{4}$	2	12 " .....	33 00
Mount Denson and Railway Station	M. T. Riley....	$\frac{1}{2}$	6	12 " .....	80 00
Mount Thom and Salt Springs.....	M. C. Fraser....	6	3	12 " .....	99 00
Mount Uniacke and Railway Station	D. Reid.....	135 yds.	24	12 " .....	100 16
Mount Uniacke and Uniacke Mines	E. McLearn....	4	3	12 " .....	50 00
Mount Zion and Whycomagh .....	D. Morrison....	4	1	12 " .....	20 00
Mulgrave and Port Hawkesbury...	J. Embru.....	1	12	12 " .....	157 00
Mulgrave and Railway Station...	T. May.....	200 yds.	12	4 " and 29 days (to Nov. 29, 1903) .....	16 52
do do do .....	do .....	"	24	7 " and 1 d. from " .....	46 95
Munro's Bridge and Orangedale .....	H. A. Archibald	1 $\frac{1}{2}$	2	12 " .....	25 00
Murphy and North East Margaree.	M. A. Murphy ..	4	3	12 " .....	30 00
Mushaboom and Main Post Road..	J. R. Power....	2 $\frac{1}{2}$	2	12 " .....	64 00
Musquodoboit Harbour and Petpeswick Harbour .....	T. W. Young....	6	3	12 " .....	68 00
Musquodoboit Harbour and Pleasant Point .....	A. Mosher.....	11	2	3 " (to Sept. 30, '03) .....	19 87
do do do .....	G. Stevens.....	11	2	1 " (to Oct. 31, '03) .....	9 00
do do do .....	S. Smith.....	11	2	8 " from " .....	66 00
Musquodoboit Harbour and West Petpeswick .....	P. Young.....	5	3	12 " .....	40 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
 &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Nappan Station and Railway Stn.	A. C. Berry. . . .	75 yds.	12	12 months. . . . .	80 00
Nerissa and Port Shoreham. . .	A. R. Hart. . . .	3	2	12 " . . . . .	30 00
New Albany and Railway Station.	E. A. Merry. . . .	$\frac{3}{4}$	3	12 " . . . . .	40 48
New Cumberland and West La	S. C. Corkum. . . .	6	1	12 " . . . . .	18 72
Have Ferry. . . . .					
New Edinburgh and Weymouth	W. O. Doucett. . .	5 $\frac{1}{2}$	6	12 " . . . . .	150 00
Bridge. . . . .	I. Lohnes. . . . .	4	1	12 " . . . . .	25 00
New Elm and Pleasant River. . . .	J. Mackay. . . . .	7	2	12 " . . . . .	70 00
New Germany and Northfield. . . .	J. H. McClelland	$\frac{1}{2}$	12	12 " . . . . .	73 00
New Germany and Railway Station	J. W. Church. . . .	$\frac{1}{4}$	54	3 " and 11 days (to	
New Glasgow and Railway Station.				Oct. 11, 1903)	112 62
do do do	do	$\frac{1}{4}$	60	8 " and 20 d. from "	319 68
New Glasgow and Street Letter	J. D. Fraser. . . .	3 $\frac{1}{2}$	12	12 " . . . . .	240 00
Boxes. . . . .	J. W. Church. . . .	1 $\frac{1}{2}$	12	12 " . . . . .	313 00
New Glasgow and Trenton. . . . .					
New Harbour and Junction Main	J. Gerrior. . . . .	9	3	12 " . . . . .	160 00
Post Road. . . . .					
New Harbour and New Harbour	A. T. Sangster. . .	2	3	12 " . . . . .	40 00
West. . . . .	J. McKenzie. . . .	5	2	12 " . . . . .	50 00
New Harris and New Harris Forks					
New Harris Forks and Main Post	A. Stewart. . . . .	300 yds.	12	12 " . . . . .	10 00
Road. . . . .					
New Jersey Settlement and West-	T. Scott. . . . .	7	2	12 " . . . . .	69 00
chester Station. . . . .	W. H. Knowles. . .	8 & 9	4 & 2	12 " . . . . .	174 00
Newport and Newport Landing. . . .	J. F. Rathburn. . .	5	12	12 " . . . . .	250 00
Newport and Newport Station. . . .	W. Gibson. . . . .	24	1	12 " . . . . .	78 00
Newport and South Rawdon. . . . .	do . . . . .	10 $\frac{1}{2}$	1	12 " . . . . .	52 00
Newport and Upper Newport. . . . .	A. Chambers. . . .	20	6	12 " . . . . .	558 00
Newport and Walton. . . . .	L. H. Sweet. . . . .	12 yds.	24	12 " . . . . .	50 00
Newport Station and Railway Stn.	E. M. Boylan. . . .	15	2	12 " . . . . .	133 00
New Ross and Vaughan's. . . . .	R. A. McLean. . . .	6	1	12 " . . . . .	29 48
Newtown and South Lochaber. . . .	P. L. Spicer. . . . .	20 yds.	12	12 " . . . . .	25 00
Newville and Railway Station. . . .	R. M. Sterling. . .	34	1	12 " . . . . .	208 00
Noel and Shubenacadie. . . . .	R. Webb. . . . .	15	6	12 " . . . . .	399 00
Noel and Walton. . . . .	W. C. McPherson	2	12	4 " and 1 day (from	
North Brookfield and Railway Stn.	J. McRae. . . . .	13	2	10 " Feb. 29, '04) ..	65 89
North East Margaree and Upper	do . . . . .	13	3	2 " (to April 30, '04).	70 83
Middle River. . . . .				from " . . . . .	21 25
do do do	N. MacLeod. . . .	$\frac{1}{4}$	6	12 " . . . . .	15 00
North Gut St. Anns and Main Post	A. Manson. . . . .	5 $\frac{1}{2}$	3	8 " . . . . .	59 33
Road. . . . .					
North Lochaber and Sutherland. . .	W. K. Peers. . . .	10	3	12 " . . . . .	117 00
North Middleboro and Pugwash	C. B. McNeill. . . .	$\frac{1}{2}$	12	12 " . . . . .	69 08
Junction. . . . .	K. McLean. . . . .	4	6	12 " . . . . .	60 00
North Range Corner and Railway	J. W. Dinsmore. . .	5	1	12 " . . . . .	39 00
Station. . . . .	T. Lamie. . . . .	$\frac{1}{2}$	24	12 " . . . . .	447 00
North River Bridge and Oregon Glen	A. Lamie. . . . .	1	18	Special trips. . . . .	108 50
North Salem and Shubenacadie. . .	D. K. McKenzie	2 $\frac{1}{2}$	18	6 months (to Dec. 31, '03)	37 50
North Sydney and Robinson Stn.	Cape Breton			from " . . . . .	148 00
North Sydney and Steamer 'Bruce'	Electric Co. . . . .	5	6	12 " . . . . .	200 00
North Sydney and Street Letter Box	N. McAulay. . . .	3	12	12 " . . . . .	215 00
do do do	D. R. Saunders. . .	100 yds.	6	12 " . . . . .	50 00
North Sydney and Sydney. . . . .	D. J. McAskill. . .	4	2	3 " (to Sept. 30, '03).	12 50
	H. McRae. . . . .	4	2	9 " from " . . . . .	37 50

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Oakfield and Railway Station....	F. H. M. Laurie	$\frac{1}{4}$	12	12 months.....	40 00
Odin and St. Peters .....	J. R. Morrison..	11	2	12 " .....	84 84
Odin and Stewiacke Cross Roads...	A. Johnson.....	$8\frac{1}{4}$	2	12 " .....	95 00
Onslow Station and Railway Station	A. McCurdy.....	$\frac{1}{4}$	12	12 " .....	76 00
Oxford and Oxford Junction Rail- way Station .....	W. Dunsmore...	$3\frac{1}{2}$	6	12 " .....	124 80
Oxford and Railway Station .....	N. S. Thompson	1	24	6 " (to Dec. 31, '03).	63 20
do do .....	G. Hills.....	1	24	6 " from " .....	48 00
do do .....	R. S. Thompson.			4 trips.....	3 00
Oxford and Rockley.....	T. McLeod.....	10	2	12 months .....	89 00
Oxford and West Hansford.....	R. H. Thompson	$3\frac{1}{2}$	3	12 " .....	53 98
Oxford Junction and Railway Stn.	C. Fillmore.....	15 yds.	12	12 " .....	30 00
Paradise and Port Lorne .....	E. S. Grant.....	8	2	12 " .....	60 24
Paradise and Railway Station .....	H. W. Longley ..	$\frac{1}{2}$	12	12 " .....	80 00
Paradise and Roxbury.....	R. Hinds.....	7	1	12 " .....	30 00
Parrsboro and Railway Station....	F. McAleese.....	$\frac{1}{4}$	12	11 " 17 days (to June 17, '04).....	96 42
do do .....	do .....	$\frac{1}{4}$	24	13 days from " ..	7 13
Parrsboro and Two Islands.....	M. A. Wasson...	5	2	12 months.....	25 00
Pennant and Sambro .....	J. E. Tough.....	3	2	12 " .....	32 00
Pictou and Pictou Island .....	C. D. Patterson.	12	1	12 " .....	234 00
Pictou and Pictou Landing .....	J. R. Christie....	$1\frac{1}{4}$	6	12 " .....	197 80
Pictou and Railway Station.....	W. McDonald....	$\frac{1}{4}$	as req.	12 " .....	414 48
Pictou and Street Letter Boxes...	W. McDonald....	$1\frac{1}{2}$	12	12 " .....	156 48
Pictou and West River Station ....	D. McKenzie....	$25\frac{1}{2}$	6	6 " 7 days (to Jan. 7 '04).....	259 62
do do .....	do .....	$26\frac{1}{2}$	6	5 " 24 days from " ..	245 52
Pictou Station and Wharf.....	P. Carroll & Co.			Special service.....	105 75
Piedmont Valley and Railway Stn.	J. A. McDonald ..	$\frac{1}{4}$	6	12 months.....	48 00
Pine Tree and Railway Station....	C. Weir.....	$1\frac{1}{8}$	3	12 " .....	70 00
Piper Glen and Upper Margaree...	J. Stewart.....	4	2	12 " .....	25 00
Pleasant Bay and Pollett's Cove...	J. G. McIntosh...	10	1	12 " .....	39 00
Pleasant Lake and Railway Station	R. Earl.....	$\frac{1}{4}$	16	4 " (from Mar. 1, '04)	13 33
Pleasant River and Railway Station	J. M. Veinot....	1	12	4 " 1 day (from Feb. 29, '04).....	33 79
Pleasant Valley Corner and South Ohio.....	L. Tedford.....	$6\frac{1}{4}$	3	12 " .....	90 75
Plympton and Railway Station....	C. M. Melanson...	3	12	12 " .....	108 00
Point Tupper and Railway Station	H. K. McDonald ..	$\frac{1}{8}$	12	12 " .....	50 00
Polson's Brook and Upper South River.....	A. McNeil.....	4	2	9 " (to Mar. 31, '04)	22 50
do do .....	W. J. Polson....	4	2	3 " from " .....	7 50
Pomquet and Railway Station.....	A. Melanson....	2	6	12 " .....	55 00
Pomquet Station and Railway Stn.	P. Benoit.....	$\frac{1}{4}$	6	12 " .....	25 00
Port Caledonia and Port Morien...	J. McAulay.....	$5\frac{1}{2}$	6	5 " 25 days (to Mar. 31, '04).....	114 00
Port Hastings and Railway Station	H. A. Archibald ..	$\frac{1}{4}$	24	12 " .....	125 00
Port Hastings and Point Tupper...	G. L. McQuarrie ..	$6\frac{1}{4}$	2	Special trips.....	6 00
Port Hastings and The Long Stretch	H. A. Archibald ..	$4\frac{1}{2}$	1	9 months (to March 31, '04).....	30 00
Port Hawkesbury and Queensville.	A. C. Chisholm...	14	2	6 " (from Jan. 1, '04)	81 25
Port Hawkesbury and Railway Stn.	J. Embree.....	$\frac{1}{4}$	24	12 " .....	156 00
Port Hood and Port Hood Island...	J. Smith.....	$1\frac{1}{2}$	3	12 " .....	78 00
Port Hood and Railway Station....	R. McDougall....	$1\frac{1}{4}$	12	12 " .....	75 00
Port Hood and Rocky Ridge .....	J. Campbell.....	$3\frac{1}{2}$	1	10 " (from Sept. 1, '03)	16 66
Port Joli and St. Catherine River...	A. Smith.....	5	1	12 " .....	24 00
Port Morien and Railway Station...	J. McAuley.....	$2\frac{1}{2}$	12	12 " .....	137 50
Port Mouton and South West Port Mouton.....	P. Fisher.....	$4\frac{1}{2}$	1	7 " (to Jan. 31, '04).	19 25
do do .....	do .....	$4\frac{1}{2}$	2	5 " from " .....	25 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Port Royal and West Arichat.....	B. Sampson.....	4	6	12 months.....	86 64
Port Williams and Town Plot.....	H. L. Rafuse.....	6 $\frac{1}{2}$	6	12 ".....	85 00
Preston and Main Post Road.....	A. Deloughry.....	6 $\frac{1}{2}$	6	12 ".....	50 00
Princeport and Truro, &c.....	A. Yuill.....	8-23-16	6-2-1	3 " (to Sept. 30, '03).	83 25
do do.....	J. Creelman.....	8-23-16	6-2-1	9 " from ".....	293 25
Princes Lodge and Railway Platform.....	L. A. Weir.....	$\frac{1}{2}$	6	12 ".....	50 00
Pubnico Head and Railway Station	A. D. Amiro.....	$\frac{1}{2}$	16	4 " (from March. 1, '03)	10 00
Pugwash and Pugwash River.....	D. H. Fraser.....	6	3	11 " (to May 31, '04).	71 20
do do.....	J. D. McLeod.....	6	3	1 " from ".....	7 40
Pugwash and Railway Station.....	M. Chapman.....	$\frac{1}{2}$	12	12 ".....	28 16
Pugwash and Stone House.....	P. McLean.....	9	3	6 " (to Dec. 31, '03).	78 00
do do.....	J. M. McIvor.....	9	3	6 " from ".....	78 00
Pugwash Junction and Railway Stn.	W. Highet.....	150 yds.	6	1 " 9 days (to Aug. 9 '03).....	4 34
do do .. do ..	do ..	150 yds.	121	0 " 22 days from ".....	71 30
Rear Black River and West Bay...	J. N. Morrison..	4	2	12 ".....	60 00
River Bourgeoise and Sporting Mountain Railway Station .....	P. Fitzgerald...	6	6	6 " 25 dys. (from Dec. 7, '03).....	170 76
Riverdale and Weymouth Bridge..	J. E. Wagoner..	11 $\frac{1}{2}$	1	12 ".....	56 32
River Dennis Station and South Side Basin River Dennis.....	J. J. McPhail..	9	6	12 ".....	282 00
River Hebert and Railway Station.	J. Taggart.....	1 $\frac{1}{2}$	12	12 ".....	176 76
River John and Railway Station.....	W. Gammon.....	1	18	12 ".....	58 48
River John and Welsford.....	B. S. Langille.....	3	3	12 ".....	45 00
River John and Westerly.....	C. A. Sellars.....	5	3	12 ".....	70 00
Riversdale and Railway Station.....	A. Bain.....	$\frac{1}{2}$	12	12 ".....	44 00
Riversdale and Upper Kempton.....	M. S. Urquhart.	8 $\frac{1}{2}$	2	12 ".....	106 94
Riverside and West Bay Road.....	D. McDonald.....	4	3	12 ".....	55 00
Rockingham and Brazil Lake Railway Station.....	O. P. Ryerson..	18 $\frac{1}{2}$	3	12 ".....	192 68
Rockingham Station and Railway Station.....	C. S. Davison..	1	12	12 ".....	97 49
Roman Valley and St. Andrews...	H. F. Kenney...	15	3	12 ".....	199 00
Roseburn and Whycocomagh.....	J. McLean.....	8	1	12 ".....	42 50
Ross' Ferry and Upper Kempt Head	D. McFarlane..	13	2	10 " (to May 31, '04).	83 32
do do do.....	do ..	13	3	1 " from ".....	12 50
Round Hill and Railway Station...	S. E. Bancroft..	$\frac{1}{2}$	12	12 ".....	75 00
St. Andrews and Upper Springfield	E. Bray.....	10 $\frac{1}{2}$	2	3 " (to Sept. 30, '03).	14 96
do do .. do ..	D. Druhan.....	10 $\frac{1}{2}$	2	9 " from ".....	78 33
St. Paul and Railway Station.....	W. McDonald..	$\frac{1}{2}$	12	11 " (from Aug. 1, '03)	55 00
St. Peter's and McIntyres Lake Stn.	D. A. McLeod..	30 $\frac{1}{2}$	6	5 " 6 days (to Dec. 6, '03).	639 30
St. Peter's and Railway Station.....	F. G. McAskill.	$\frac{1}{2}$	12	6 " 25 dys. (from Dec. 7, '03).....	27 26
St. Peter's and Sydney.....	J. McDonald and R. Martin.....	16 $\frac{1}{2}$	6	15 days (to July 15, '03) ..	79 62
Sable River and Swansburg.....	A. Swansburg..	11	3	12 months.....	149 00
Salem and Stanley.....	H. Logan.....	2	2	12 ".....	40 00
Salmon River Lake and South River Lake .....	R. Flynn.....	15	3	12 ".....	132 00
Salt Springs and Upper Pinevale...	H. Gillis.....	8	2	12 ".....	70 00
Salt Springs Station and Railway Station.....	Mrs. A. Howlett	20 yds.	12	12 ".....	30 00
Saulnierville and Railway Station..	L. B. Comeau ..	1 $\frac{1}{2}$	12	12 ".....	105 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Saulnierville Station and Railway Station	B. C. Comeau...	1 <sup>3</sup> / <sub>2</sub>	6	12 months	31 40
Scotch Hill and Main Post Road...	L. McNeill....	1 <sup>3</sup> / <sub>2</sub>	3	12 "	25 00
Scotch Village and Upper Burlington	J. W. Fish ....	6	2	12 "	35 00
Scotch Village and Woodville	A. H. Cochran..	10	1	12 "	33 00
Scotsburn Station and Railway Stn.	D. McKay.....	50 yds.	12	12 "	78 40
Scotsburn Station and Upper Scotsburn	G. W. Campbell..	4	2	12 "	40 00
Scotsburn Station and West Branch River John	D. W. McMillan	14	6	12 "	452 08
Scotsville and Strathlorne	J. M. Kennedy...	9	2	6 " (to Dec. 31, '03)..	25 00
do do	A. Kennedy.....	9	2	6 " from "	37 24
Seal Island and Yarmouth	H. Cann & Son..	20	1	Season 1903-'04	100 00
Shad Bay and White's Lake	M. Burke.....	2	3	7 months (to Jan. 31, '04)	29 16
Shag Harbour and Railway Station	A. Shand.....	16	4	" (from Mar. 1, '04)	10 00
Sheffield Mills and Railway Station	J. H. Beckwith..	12	12	"	75 00
Shelburne and Railway Station	J. Frost & Sons.	28	as req.	12 "	1,440 00
Shelburne and Upper Ohio	C. Harding.....	38	2	12 "	200 00
Sherbrooke and West River Sheet Harbour	M. McGrath....	63	3	12 "	1,487 60
Short Beach and Yarmouth	A. Bain.....	25	4	12 "	300 00
Shubenacadie and Railway Station.	J. C. Gass.....	100 yds.	48	12 "	149 00
do do	D. S. McKinnon	1	6	12 "	30 00
Sissiboo Falls and Railway Station.	L. N. Teabo....	3	6	3 " (to Sept. 30, '03).	15 00
do do	C. Wagoner....	3	6	9 " from "	93 75
Six Mile Road and Wallace Station	A. Benjamin....	4	3	12 "	49 92
Skye Mountain and Whyecocoragh.	A. G. Nicholson..	7 <sup>1</sup> / <sub>2</sub>	1	12 "	41 08
Sluice Point and Surette Island	J. Moulaison...	2 <sup>1</sup> / <sub>2</sub>	2	11 " (to Mar. 31, '04).	64 16
do do	do	2 <sup>1</sup> / <sub>2</sub>	3	1 " from "	8 75
Sluice Point and Tusket	A. J. Lent.....	9	2	11 " (to May 31, '04).	76 08
do do	do	9	3	1 " from "	10 37
Smith's Cove and Railway Station.	E. W. Potter....	3 <sup>1</sup> / <sub>2</sub>	12	12 "	78 24
Sober Island and Watt Section, Sheet Harbour	E. Harnish....	6	3	12 "	75 00
Somerset and Railway Station	G. W. Kinsman..	2 <sup>1</sup> / <sub>2</sub>	3	12 "	52 48
Southampton and Railway Station.	G. S. Davison...	1	12	12 "	80 00
South Branch and Upper Stewiacke	W. Cox.....	9 <sup>1</sup> / <sub>2</sub>	3	12 "	94 00
South Farmington and Ry. Station.	M. T. Pearson..	1	12	12 "	71 96
South Farmington and South Tremont.	J. Ward.....	1 <sup>3</sup> / <sub>2</sub> & 8 <sup>1</sup> / <sub>2</sub>	2 & 3	12 "	142 44
South Gut St. Anns and Tarbot	N. Carmichael..	18 <sup>1</sup> / <sub>2</sub>	3	12 "	223 00
South Harbour and White Point...	J. D. McPherson	9	2	12 "	95 00
South Merland and Tracadie	I. Myatte.....	8	1	12 "	25 00
South Ohio and Railway Station...	J. E. Allen.....	1	12	12 "	40 82
South Ohio and Springdale	T. Eldridge....	25 <sup>1</sup> / <sub>2</sub> & 26 <sup>1</sup> / <sub>2</sub>	3	12 "	200 17
South Side Whyecocomagh Bay and Main Post Road	A. Macdonald..	2	3	12 "	35 00
South Tremont and Tremont	H. S. Ward.....	2	1	12 "	17 12
South Uniacke and Railway Stn.	R. Irving.....	100 yds.	6	12 "	30 00
South West Margaree and Whyecocomagh	L. E. McKay....	26	3	12 " (less fine).....	285 00
South West Port Hood and Railway Station	D. Campbell....	1 <sup>1</sup> / <sub>2</sub>	6	12 "	20 00
Springhill and Railway Station	H. A. B. Glendinning.	1	36	12 "	228 00
Springhill and Windham Hill	A. H. Herrett...	7	2	12 "	77 00
Springhill Junction and Ry Station.	E. A. McKenzie	1	12	12 "	39 12
Springville and Railway Station	D. McDonald...	1	12	12 "	43 08
Spy Bay and Taylor's Head	W. A. McCarthy	2 <sup>1</sup> / <sub>2</sub>	3	12 "	38 00
Stellarton and Railway Station	J. D. McDonald	1	as req.	12 "	225 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Stoddarts and Railway Station . . .	C. W. Stoddart.	$\frac{1}{4}$	2	12 months . . . . .	35 16
Streets Ridge and Thomson Station . .	W. E. Lockhart.	$20\frac{3}{4}$	6	12 " . . . . .	288 04
Sunnybrae and Eureka Railway Stn. . .	H. C. McDonald	13	6	1 " (to July 31, '03) . . . . .	54 00
Sunnybrae and Railway Station . . .	T. M. Chisholm.	300 yds.	12	11 " (from Aug. 1, '03) . . . . .	55 00
Sydney and Railway Station (I.C.R.) . .	S. M. Logue . . . .	$\frac{1}{4}$	24	12 " . . . . .	471 00
do do (S. & L.R.) do . . . . .	do . . . . .	$\frac{1}{4}$	12 & 6	12 " . . . . .	73 94
Sydney and Whitney Pier . . . . .	H. McLellan . . . .	3	6	12 " . . . . .	232 53
Sylvan Valley and Railway Station . . .	A. McDonald . . . .	120 yds.	12	12 " . . . . .	20 00
Sylvester and Railway Station . . . .	T. Gray . . . . .	50 yds.	6	12 " . . . . .	10 00
Tatamagouche and Railway Station . .	C. K. McLellan.	$\frac{1}{2}$	12	12 " . . . . .	31 20
Tatamagouche and Tatamagouche Mountain . . . . .	D. Menzie . . . . .	$18\frac{1}{2}$	3	12 " . . . . .	200 00
Tatamagouche and West New Annam . . . . .	R. Gass . . . . .	$6\frac{3}{4}$	3	12 " . . . . .	65 00
Thomson Station and Railway Stn. . .	J. W. Mattinson	$\frac{1}{4}$	12	12 " . . . . .	50 00
Thomson Station and Westchester . .	J. W. Rushton. . .	13	2	12 " . . . . .	136 00
Three Mile Plains and Railway Platform . . . . .	W. Sivright . . . .	20 yds.	6	12 " . . . . .	50 00
Tracadie and Railway Station . . . .	P. Delorey . . . . .	$\frac{1}{2}$	12	12 " . . . . .	60 00
Troy and Railway Station . . . . .	G. Laidlaw . . . . .	1	6	12 " . . . . .	25 00
Truro, Railway Station, and Street Letter Boxes . . . . .	I. G. Miller . . . .	$\frac{1}{4}$ & 50y	as req.	12 " . . . . .	280 00
Truro and Railway Station . . . . .	I. G. Miller . . . .	$\frac{1}{4}$	6	11 months and 19 days (from July 13, '03) . . . . .	33 86
Truro and Upper Brookside . . . . .	J. Clifford . . . . .	4	2	12 months . . . . .	40 00
Tupperville and Railway Station . . .	S. Tavener . . . . .	$\frac{1}{4}$	12	12 " . . . . .	50 00
Tusket Wedge and Yarmouth . . . .	M. W. Allen . . . .	8 & 4	6 & 8	6 " (to Dec. 31, '03). . . . .	212 50
Upper Clements and Railway Stn. . .	J. F. Williams. . .	$\frac{1}{8}$	12	12 " . . . . .	50 00
Upper Dyke Village and Ry. Stn. . .	G. E. Barnaby. . .	3	6	12 " . . . . .	140 00
Upper Musquodoboit and West River Sheet Harbour. . . . .	N. Stewart . . . . .	28	3	12 " . . . . .	494 00
Upper Newport and Woodville . . . .	L. Dimock . . . . .	$1\frac{1}{2}$	1	12 " . . . . .	22 00
Upper Wood Harbour and Ry. Stn. . .	T. W. H. Crowell	$3\frac{3}{4}$ & $\frac{1}{4}$	6 & 16	4 " (from Mch. 1, '03) . . . . .	53 33
Valley Station and Ry. Station . . .	A. Christie . . . . .	600 yds.	12	12 " . . . . .	62 80
Wallace Bay and Pugwash Jct. Stn. . .	H. Brown . . . . .	5	6	1 " and 9 d. (to Aug. 9, '03) . . . . .	19 02
Wallace Bay and Pugwash Ry. Stn. . .	do . . . . .	8	6	10 " and 22 d. (from Aug. 10, '03) . . . . .	155 98
Wallace Bridge and Railway Stn. . .	M. K. Dotten. . . .	4	12	12 " . . . . .	139 00
Wallace Highlands and Wallace Station . . . . .	R. H. Tingley. . . .	$6\frac{1}{2}$	3	12 " . . . . .	71 64
Wallace Station and Ry. Station . . .	J. F. Allen . . . . .	$\frac{1}{8}$	6	12 " . . . . .	35 28
Walton and Tenesape . . . . .	S. A. Ritchie. . . .			1 Trip . . . . .	2 00
Waterville and Railway Station . . .	E. Pineo . . . . .	100 yds.	12	12 months . . . . .	50 00
Waterville and South Waterville . . .	F. Parrish . . . . .	11	2	12 " . . . . .	32 00
Waverley and Windsor Junction. . . .	J. Otto . . . . .	3	6	12 " . . . . .	140 00
Wellington Station and Ry. Stn. . . .	E. Lergie . . . . .	$\frac{3}{4}$	6	12 " . . . . .	100 00
Wentworth Creek and Windsor . . . .	J. Holden . . . . .	$9\frac{1}{2}$	3	12 " . . . . .	75 00
Wentzell's Lake and Railway Stn. . .	W. T. Wentzel . . .	$\frac{1}{4}$	2	12 " . . . . .	20 00
West Alba and Alba Platform . . . .	D. H. Kennedy . . .	$2\frac{1}{2}$	3	12 " . . . . .	30 00
Westbrook and Railway Station . . .	E. C. Dickinson. . .	1	12	12 " . . . . .	100 16
Westbrook Mills and Ry. Station. . .	E. G. Lewis . . . . .	$\frac{1}{4}$	12	12 " . . . . .	50 00
Westchester and Westchester Stn. . .	H. G. Purdy . . . .	19	2	12 " . . . . .	93 88
Westchester Station and Ry. Stn. . .	H. Hunter . . . . .	20 yds.	12	12 " . . . . .	31 40
West Gore and Railway Station . . .	J. Wallace . . . . .	3	6	12 " . . . . .	145 11



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
West Lawrencetown and Main Post Road.....	T. A. Nangle...	$\frac{1}{3}$	6	12 months.....	50 00
West Merigomish and Railway Stn.	J. Olding.....	1	6	12 "	50 00
West Northfield, Turner's Corner and Railway Station.....	N. C. Teener...	$\frac{1}{2}$ & $\frac{2}{3}$	3-2 & 1	12 "	85 00
West River Station and Ry. Stn....	A. Fraser.....	75 yds.	12	12 "	60 00
Westville and Railway Station.....	J. Johnston, sr.	$\frac{1}{4}$	36 & 42	6 " (to Dec. 31, '03).	107 50
do do.....	D. McPherson...	$\frac{1}{4}$	42	6 " from "	150 00
Weymouth and Railway Station.....	C. D. Jones.....	$\frac{1}{4}$	12	12 "	192 66
Weymouth Bridge and Railway Stn.	G. J. Hoyt.....	$\frac{1}{4}$	12	12 "	124 00
Whiteside and Railway Station.....	J. P. Shannon...	1	6	6 " (from Jan. 1, '04)	17 50
Whycocomagh and Railway Stn....	D. J. Ross.....	9	12	12 "	160 00
Whycocomagh and Whycocomagh Mount.....	N. Macdonald...	4	1	12 "	21 25
Willowbank and Railway Station....	C. Kennedy.....	$\frac{2}{3}$	12	12 "	149 00
Wilmot and Railway Station.....	A. D. Munro...	$\frac{1}{2}$	12	12 "	81 12
Windsor and Railway Station.....	M. G. Goudge...	$\frac{1}{2}$	24	3 " and 11 dys. (to Oct. 11, '03)....	76 71
do do.....	do	$\frac{1}{2}$	18 & 24	8 " and 20 dys. (from Oct. 11, '03) and extra trips....	156 17
Windsor and Windsor Forks.....	F. Palmer.....	$8\frac{1}{2}$	4	7 " (from Dec. 1, '03)	92 75
Windsor Junction and Ry. Station.	M. Hessian.....	$\frac{1}{2}$	36	12 "	80 00
Windsor Jct. and Postal Cars.....	do	20 yds	as req.	12 "	60 00
Windsor Station and Transfers...	M. J. Goudge...	20 yds.	6	11 " and 19 d. (from July 13, '03)...	24 19
Wolfville and Railway Station....	G. V. Rand.....	$\frac{1}{2}$	24	12 "	140 00
Woodbourne and Railway Station..	R. Ballantine...	$1\frac{1}{2}$	2	12 "	50 00
Yarmouth and Railway Station....	S. Bain.....	$\frac{1}{2}$	12	11 " (to May 31, '04)..	275 00
do do.....	J. Bain.....	$\frac{1}{2}$	12	1 " from "	18 75
do do.....	do	$\frac{1}{2}$	as req.	12 "	150 00
Yarmouth and Street Letter Boxes	Yarmouth Street Railway Co....	4	14	12 "	125 00
Yarmouth and Seal Island.....	H. Cann & Son..			6 " (to May 30, '04)..	100 00
<i>Snow Blockade.</i>					
Hawkesbury Crossing and Ry. Stn.	L. Embree.....				2 00
Menasville and Tenecape.....	J. W. Reid.....				1 00
North Sydney, Ry. Jct. and Wharf.	A. Lamie.....				11 00
Point Tupper and Port Hastings.	G. L. McQuarrie...				122 00
Sydney and Railway Station....	A. Matheson.....				0 70
do do.....	S. M. Logue...				10 75
Total.....					\$137,843 45
Less amount withdrawn from Guarantee Fund ..					528 62
					\$136,814 83



## APPENDIX B—Continued.

## OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, made within the year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Alexandria and Kirkhill.....	I. McIntosh....	11	6	12 months.....	268 00
Alexandria and McCrimmon.....	D. F. Campbell..	9	6	12 ".....	299 00
Alexandria and Ry. Station (C.A.).	A. J. McDonald..	1	24	12 ".....	160 00
Alexandria and Green Valley Railway Station.....	A. McMillan....	4	12	12 ".....	175 00
Alfred and Railway Station.....	H. Pilon.....	3	12	12 ".....	92 83
Alfred and Montebello.....	O. Larocque.....	11	6	12 ".....	323 00
Algonquin and Brockville.....	E. Coville.....	10½	6	12 ".....	300 00
Algonquin and Glenmore.....	do.....	3	3	12 ".....	100 00
Algonquin Park and Railway Stn.	G. W. Bartlett..	40 yds.	12	12 ".....	10 00
Alice and Pembroke.....	A. F. Sarsman..	11	1	12 ".....	55 00
Allumette Island and Pembroke..	M. McGuire.....	7	2	12 ".....	114 00
Almonte and Clayton.....	E. Blair.....	10	6	3 " (to Sept. 30, '03).	45 00
do do.....	R. T. Whalen..	10	6	9 " from ".....	164 25
Almonte and McKinlay.....	T. Dutrisac.....	20	3	12 ".....	155 00
Almonte and Railway Station.....	R. Cochran.....	½	36	12 ".....	113 04
Althorpe and Maberly.....	W. J. Norris....	10½	2	12 ".....	105 00
Angers and Cousineau.....	B. Valliere.....	6	2	12 ".....	50 00
Angers and Railway Station.....	L. Moncion.....	½	12	12 ".....	90 00
Apple Hill, Maxville and Ry. Stn.	T. W. Dingwall.	8 & ½	6 & 6	6 " (to Dec. 31, '03).	112 50
do do.....	W. Dousett.....	8 & ½	6 & 6	6 " from ".....	112 50
Apple Hill and Railway Station..	M. A. Grant....	½	12	12 ".....	71 76
Appleton and Carleton Place.....	E. Kitts.....	4½	12	12 ".....	184 00
Archer and Bouck's Hill.....	J. Warren.....	8½	3	12 ".....	84 00
Arnprior and Railway Stn. (C.A.).	J. J. Grace.....	½	12	12 ".....	140 00
do do (C.P.).....	do.....	½	30	12 ".....	295 00
do do.....	A. Doolan.....	½	12	12 ".....	200 00
Arnprior and White Lake.....	G. A. Lough....	12	6	12 ".....	315 00
Ashton and Prospect.....	W. Burrows....	11	3	12 ".....	189 00
Ashton and Railway Station.....	N. H. Conn.....	2	6	12 ".....	100 00
Augsburg and Eganville.....	J. Wodtke.....	5	3	12 ".....	70 00
Aultsville and Bush Glen.....	G. I. & H. Bush	9	2	6 " (to Dec. 31, '03)..	40 00
do do.....	G. Lummus.....	9	2	6 " from ".....	39 00
Aultsville and East Williamsburg.	W. Pruner.....	4½	3	12 ".....	75 00
Aultsville and Nudell Bush.....	H. L. Casselman	4	3	1 " (from June 1, '04)	3 75
Avonmore and Lodi.....	D. Cameron.....	2¾	6	12 ".....	89 00
Avonmore and Railway Station...	S. E. Shaver....	½	12	12 ".....	100 00
Aylwin and Railway Station.....	D. A. Little....	2	6	12 ".....	101 00
Bainsville and Curry Hill.....	J. A. Curry.....	3	3	12 ".....	80 00
Bainsville and Railway Station...	D. D. McCuaig..	½	12	12 ".....	60 00
Balderson and Prestonvale.....	W. McFarlane..	5	3	12 ".....	70 00
Balsam Hill and Renfrew.....	J. Harris.....	10	3	12 ".....	100 00
Balvenie and Strain's Corners.....	J. Holly.....	1	4	12 ".....	40 00
Barb and Railway Station.....	A. A. LeRoy....	3	6	12 ".....	157 00
Bark Lake and Barry's Bay.....	R. Skuce.....	5½	1	12 ".....	40 00
Barry's Bay and Railway Station..	W. Kirwan.....	300 yds.	12	12 ".....	62 80
Barryville and Railway Station...	J. Barry.....	150 yds.	6	12 ".....	35 00
Basin Depot and Killaloe Station..	E. Fitzgerald..	38	2	12 ".....	398 00
Bassin du Lievre and Railway Stn.	L. H. Laflamme.	½ & ½	6 & 6	12 ".....	50 00
Beachburg and Railway Station...	W. D. Tuffy....	13	6	3 " and 12 days (to Oct. 12, '03)...	108 52

SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Beachburg and Railway Station. . .	E. Jackson. . . . .	13	6	5 mos. and 19 days (to Mar. 31, '04) . .	179 48
do do . . . . .	D. Price. . . . .	13	6	3 " from " . . . . .	96 00
Bearbrook and Vars. . . . .	I. H. Lemond. . . . .	3	6	10 " and 29 dys. (from Aug. 3, '03) . . . .	127 45
Bell Mount and Otter Lake. . . . .	G. Carey. . . . .	12	3	6 " (to Dec. 31, '03) . .	69 50
do do . . . . .	J. J. Dagenais. . . . .			6 " from " . . . . .	156 00
Berwick and Glenpayne. . . . .	J. D. McInnes. . . . .	3½	1	12 " . . . . .	52 00
Berwick and Railway Station. . . . .	J. W. Hutt. . . . .	3½	12	12 " . . . . .	55 70
Billerica and Railway Station. . . . .	E. A. Pritchard. . . . .	8	12	12 " . . . . .	35 00
Bishop's Mills and Prescott . . . . .	S. Dool. . . . .	16	6	12 " . . . . .	395 00
Bissets Creek and Railway Station . . . . .	C. W. McIntyre . . . . .	20 yds.	12	12 " . . . . .	25 12
Blackburn and Orleans . . . . .	J. Farmer. . . . .	3	2	12 " . . . . .	55 55
Black Donald & Mount St. Patrick. . . . .	J. Moore. . . . .	10	1	12 " . . . . .	60 00
Black River Depot and Dumoine. . . . .	R. A. Ralph. . . . .	22	1	12 " . . . . .	75 00
Blakeney and Railway Station. . . . .	R. F. Stewart. . . . .	10	6	12 " . . . . .	65 00
Blue Sea Lake and Gracefield. . . . .	H. Gauthier. . . . .	10	3	" (to Sept. 30, '03). . .	30 00
Boileau and St. Remi de Amherst. . . . .	G. C. Bellenger. . . . .	11	3	12 " . . . . .	140 00
Blue Sea Lake and Railway Station . . . . .	J. St. Jean. . . . .	1	6	1 " (from June 1, '04) . .	3 00
Boileau and Vernet. . . . .	O. Charron. . . . .	3	2	12 " . . . . .	50 00
Bonfield and Chiswick. . . . .	B. Perron. . . . .	10	1	12 " . . . . .	80 00
Bonfield and Railway Station. . . . .	M. Cahill. . . . .	1	12	12 " . . . . .	150 00
Borromee and Orleans . . . . .	T. Vachon . . . . .	4	1	12 " . . . . .	35 00
Bouchette, Railway Station and Six Portages. . . . .	F. Nault. . . . .	5 & 2	6	4 " and 13 dys. (from Feb. 16, '04) . . . .	50 07
Bouck's Hill and Froatburn. . . . .	A. Froats. . . . .	4	2	12 " . . . . .	35 00
Bowesville and Railway Station. . . . .	H. Graham. . . . .	2	3	12 " . . . . .	82 50
Braeside and Railway Station. . . . .	J. Gillies. . . . .	1½	12	12 " . . . . .	50 00
do do . . . . .	Gillies Bros. . . . .	1½	12	11 " (from Aug. 1, '03) . .	0 92
Bray's Crossing and Ry. Crossing. . . . .	E. Kelly. . . . .	300 yds.	2	12 " . . . . .	16 00
Breadalbane and Vankleek Hill. . . . .	C. Campbell . . . . .	5	3	12 " . . . . .	75 00
Bristol and Maryland. . . . .	W. W. Shirley. . . . .	6	6	5 " (to Nov. 30, '03). . .	63 75
Bristol and Railway Station. . . . .	J. Laird. . . . .	3½	6	7 " (from Dec. 1, '03) . .	80 34
Bristol Mines and Elmside. . . . .	M. M. McCurdie . . . . .	3	3	12 " . . . . .	67 00
Bristol Ridge and Caldwell. . . . .	S. A. W. Horner . . . . .	2¾	2	12 " . . . . .	45 00
Britannia Bay and Railway Station . . . . .	B. McAmmond. . . . .	185 yds.	12	12 " . . . . .	22 50
Brockville and Morristown, N. Y. . . . .	W. T. Wells. . . . .	2	6	12 " . . . . .	165 00
Brockville and Railway Stations. . . . .	W. J. Clow. . . . .	1	26	12 " . . . . .	144 00
Brockville and Transfers. . . . .	do . . . . .	20 yds.	24	12 " . . . . .	250 00
Brockville and Street Letter Boxes. . . . .	J. McKenney. . . . .	3¾	12	12 " . . . . .	123 00
Brodie and Glen Robertson . . . . .	W. Sabourin. . . . .	5	6	12 " . . . . .	202 00
Bromley and Douglas. . . . .	R. Ross. . . . .	2¾	3	12 " . . . . .	60 00
Brooke and Wenys . . . . .	E. Donnelly. . . . .	3	2	12 " . . . . .	33 00
Brudenell and Foymount. . . . .	E. Jessup. . . . .	4	3	12 " . . . . .	49 00
Brule Lake Stn. and Railway Stn. . . . .	T. F. Barnett. . . . .	150 yds.	12	3 " (from Apr. 1, '04) . .	7 50
Bryson and Portage du Fort. . . . .	J. Brownlee. . . . .	8	6	12 " . . . . .	120 00
Bryson and Railway Station. . . . .	do . . . . .	5	12	12 " . . . . .	99 00
Buchanan and Chalk River. . . . .	I. J. Walker. . . . .	10	1	12 " . . . . .	80 00
Buckingham and Notre Dame de la Salette. . . . .	G. Latour. . . . .	18	6 & 3	12 " and extra service owing to land slide . . . . .	570 00
Buckingham and Railway Station . . . . .	C. W. Pearson. . . . .	3	24	12 " . . . . .	300 00
Budd Mills and Golden Lake. . . . .	J. W. Budd. . . . .	4½	2	12 " . . . . .	85 00
Burke's Corners and North Nation Mills. . . . .	P. Lacoste. . . . .	5	1	12 " . . . . .	45 00
Burnstown and Renfrew . . . . .	J. Harriss. . . . .	8	6	8 " and 26 days (to Mar. 26, '04) . . . .	129 75
do do . . . . .	R. McGowan. . . . .	8	6	3 " and 5 days (from Mar. 26, '04) . . . .	43 25



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Divssion,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Burnstown and Springtown. ....	A. Wilson. ....	5 $\frac{3}{4}$	3	12 months. ....	90 00
Burritt's Rapids and North Montague. ....	H. Thompson. ....	7	1	12 " . . . . .	52 00
Calabogie and High Falls. ....	J. Dillon. ....	7	1	12 " . . . . .	60 00
Calabogie and Railway Station. ....	F. H. Baxter. ....	$\frac{1}{4}$	12	12 " . . . . .	87 92
Caldwell and Glengyle. ....	R. Horner. ....	1	6	12 " . . . . .	50 00
Caldwell's Mills and Railway Statn. ....	M. MacDonald. ....	$\frac{3}{4}$	12	12 " . . . . .	60 00
Caledonia Springs and Railway Stn. ....	I. Lalonde. ....	350 yds.	12	12 " . . . . .	90 00
Calumet Island and Dunraven. ....	J. O'Hare. ....	8	3	12 " . . . . .	59 00
Calumet Island and Railway Stn. ....	J. E. Cahill. ....	$\frac{1}{4}$	13	12 " . . . . .	93 33
Calvin and Mattawa. ....	J. Soucie. ....	$\frac{7}{8}$	3	6 " (to Dec. 31, '03). ....	45 00
do do. ....	J. Pratt. ....	$\frac{7}{8}$	3	2 " from " . . . . .	28 75
do do. ....	J. Perreault. ....	$\frac{7}{8}$	3	3 " (from Apr. 1, '04). ....	28 75
Cambridge and Railway Station. ....	T. Kearns. ....	50 yds.	6	6 " (to Dec. 31, '03). ....	12 50
do do. ....	G. Maynot. ....	50 yds.	6	6 " from " . . . . .	12 50
Campbell's Bay and Railway Stn. ....	P. McNally. ....	40 yds.	12	2 " (to Sept. 30, '03). ....	6 25
do do. ....	T. E. Mousseau. ....	40 yds.	12	9 " from " . . . . .	18 75
Campbell's Bay and Smith's Corners. ....	D. D. Smith. ....	3	2	12 " . . . . .	50 00
Canaan and Sarsfield. ....	J. M. Philip. ....	3	6	5 " and 29 days (from Aug. 3, '03). ....	24 69
do do. ....	N. Daoust. ....	3	6	6 " (from Jan. 1, '04). ....	37 50
Canaan and Vars. ....	J. H. Lemond. ....	25 $\frac{3}{4}$	6	1 " and 2 days (to Aug. 2, '03). ....	34 35
Cannamore and Chesterville. ....	M. Robinson. ....	11	6	12 " . . . . .	300 00
Cantley and Kirk's Ferry. ....	M. Reid. ....	3	6	12 " . . . . .	160 00
Cantley and Lucerne. ....	D. McMillan. ....	19	2	12 " . . . . .	170 00
Cardinal and Hyndman. ....	A. McFadden. ....	13 $\frac{3}{4}$	3	12 " . . . . .	175 00
Cardinal and Railway Station. ....	T. J. Dillon. ....	1	21	12 " . . . . .	150 98
Cardinal and Shanley. ....	L. T. Grant. ....	8 $\frac{3}{4}$	3	2 " (from May 1, '04). ....	25 00
Carleton Place and McCreary. ....	D. Sinclair. ....	4	6	12 " . . . . .	157 00
Carleton Place and Railway Station. ....	J. McFarlane. ....	$\frac{2}{3}$	48	12 " . . . . .	314 60
Carp and Huntley. ....	W. H. Bleeks. ....	4 $\frac{1}{2}$	6	12 " . . . . .	140 00
Carp and Railway Station. ....	do. ....	$\frac{1}{4}$	12	12 " and arrears. ....	84 18
Carsonby and North Gower. ....	B. Eastman. ....	3 $\frac{3}{4}$	3	12 " . . . . .	60 00
Carswell and Railway Station. ....	A. Stewart. ....	500 yds.	3	12 " . . . . .	50 00
Cascades and Railway Station. ....	S. E. Wilson. ....	$\frac{1}{4}$	12	12 " . . . . .	60 00
Cashion's Glen and Cornwall. ....	T. Laplante. ....	12 $\frac{1}{2}$	3	12 " . . . . .	282 80
Casselman and Lemieux. ....	S. Dignard. ....	6 $\frac{1}{2}$	3	6 " (to Dec. 31, '03). ....	62 00
do do. ....	J. Leroux. ....	6 $\frac{1}{2}$	6	6 " from " . . . . .	95 00
Casselman and Railway Station. ....	A. Lalonde. ....	250 yds.	24	12 " . . . . .	40 00
Casselman and St. Albert. ....	J. Chartrand. ....	6 $\frac{1}{2}$	6	9 " (to Mar. 31, '04). ....	114 75
do do. ....	J. R. Noisieux. ....	6 $\frac{1}{2}$	6	3 " from " . . . . .	47 50
Castile and Rochefort. ....	T. Mullin. ....	4	3	12 " . . . . .	117 00
Castleford and Castleford Station. ....	W. J. Humphries. ....	2 $\frac{1}{4}$	6	12 " . . . . .	190 00
Castleford Station and Railway Stn. ....	G. McLaren. ....	200 yds.	12	12 " . . . . .	60 00
Cawood and Danford Lake. ....	G. Foster. ....	8	1	12 " . . . . .	47 75
Cedar Hill and Pakenham. ....	H. H. Connery. ....	5 $\frac{1}{2}$	3	12 " . . . . .	105 00
Chalk River and Railway Station. ....	T. Field. ....	200 yds.	12	12 " . . . . .	60 00
Chapeau and Waltham Station. ....	A. S. Maloney. ....	9 $\frac{1}{4}$	6	12 " . . . . .	202 00
Charteris and Green Mount. ....	F. Maxwell. ....	8	4	12 " . . . . .	114 00
Charlton and Tomstown. ....	T. McLaughlin. ....	12	1	3 " (from Apr. 1, '04). ....	39 00
Chartrand and Navan. ....	E. Chartrand. ....	3	6	12 " . . . . .	100 00
Chelsea and Old Chelsea. ....	B. Kenny. ....	1 $\frac{1}{2}$	6	12 " . . . . .	50 00
Chelsea and Railway Station. ....	H. B. Prentiss. ....	$\frac{1}{2}$	12	12 " . . . . .	61 43
Cheneville and Duhamel. ....	G. Carrière. ....	13	2	12 " . . . . .	89 50
Cheneville and Papineauville. ....	A. Fortier. ....	22	6	12 " . . . . .	399 00
Cheneville and St. Emile de Suffolk. ....	J. Binda. ....	12	6	12 " . . . . .	295 00
Chesterville and Crysler. ....	P. Onderkirk. ....	12	6	12 " . . . . .	245 00
Chesterville and Morrisburg. ....	R. McDonald. ....	18 $\frac{1}{2}$	6	12 " . . . . .	390 00
Chesterville and Railway Station. ....	J. G. Gillespie. ....	$\frac{1}{4}$	12	12 " . . . . .	75 00
do do. ....	J. Foster. ....	$\frac{1}{4}$	12	12 " . . . . .	120 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Christy's Lake and Marion.....	A. D. Chaplin..	7	3	12 months .....	72 00
Clarence and Rockland.....	L. Dehaitre....	3	6	12 " .....	200 00
Clarence Creek and Orient .....	E. Lalonde.....	5	2	7 " (from Dec. 1, '03)	35 00
Clarence Creek and Railway Stn..	J. Smith .....	1	12	12 " .....	50 00
Clarence Creek and The Lake.....	N. Ouellette....	5	2	3 " (to Sept. 30, '03).	17 50
Clayton and Halpenny .....	N. Halpenny....	5	1	12 " .....	34 00
Clayton and Rosetta .....	R. T. Whalen....	7 $\frac{1}{2}$	2	12 " .....	69 00
Clayton and Tatlock.....	W. J. Rintoul..	11	3	12 " .....	113 00
Clontarf and Foymount.....	A. Johnston....	10	3	12 " .....	200 00
Cobden and Osceola .....	J. Ross.....	4 & 22 $\frac{1}{2}$	3 & 3	12 " .....	215 00
Cobden and Railway Station .....	N. S. Campbell..		24	12 " .....	73 00
Colquhoun and Dunbar.....	J. J. Colquhoun.	11 $\frac{1}{2}$	3	12 " .....	160 50
Combermere and Railway Station..	J. C. Hudson....	13	6	12 " .....	101 00
Cornwall and Railway Station....	W. Madden ....	1	1	11 " and 4 days (to June 4, '04)...	18 52
do do .....	J. MacFarlane..	1	1	26 days from " .....	1 48
do do (N. Y. & O.) .....	D. J. McDonald	1 $\frac{1}{2}$	12	12 months .....	175 78
Cornwall and St. Andrews West...	J. W. Crawford..	8	3	12 " .....	150 00
Cornwall and Street Letter Boxes..	D. J. McDonald	4	12	12 " .....	253 00
Cornwall and Warina .....	J. W. Crawford..	20	3	12 " .....	225 00
Cornwall Centre and Milleroches..	P. Tyo .....	24 $\frac{1}{2}$	3	12 " .....	68 00
Cross Lake and Madawaska.....	S. E. Schmidt....	13	1	12 " .....	52 00
Crysler and Railway Station....	P. Onderkirk....		12	9 " (to Mar. 31, '04).	75 52
do do .....	J. Smith .....		12	3 " from " .....	21 75
Cullton and Douglas .....	P. Cull .....	4	2	12 " .....	70 00
Cumberland and Railway Station..	D. N. McDonald	24 $\frac{1}{2}$	12	12 " .....	195 00
Curran and Railway Station.....	N. Lalonde.....	24 $\frac{1}{2}$	12	12 " .....	150 00
Cushing and Little Rideau .....	J. Little, jr....	4 $\frac{1}{2}$	6	12 " .....	140 00
Dacre and Esmonde .....	P. Curry .....	6	2	12 " .....	60 00
Dacre and Griffith .....	W. H. Adams....	20	3	12 " .....	197 42
Dacre and Railway Station.....	B. Hunter .....	9	6	12 " .....	249 00
Dalkeith and Railway Station.....	A. McLeod.....		12	12 " .....	62 80
Danford Lake and Railway Station	H. Heeney .....	5	6	12 " .....	150 00
Daniston and Orleans and Ottawa..	L. Proulx.....	1 $\frac{1}{2}$ & 9	3 & 6	12 " .....	296 36
D'Arcyville and Micaville .....	J. J. McParland	6	1	12 " .....	35 00
Davis Mills and Pembroke .....	R. E. Davis .....	8	1	12 " .....	50 00
Davidson and Railway Station.....	F. W. Burman....	35 feet.	6	5 " (from Feb. 1, '04)	0 36
Dawson and Railway Station.....	P. P. McEvoy....	5	6	12 " .....	147 00
Deux Rivières and Halfway.....	R. Ransom.....	15	3 w 1 s	12 " .....	195 00
Deux Rivières and Railway Station	T. Legge .....		12	12 " .....	55 00
Diamond and Kinburn .....	J. McMillan....	3 $\frac{1}{2}$	3	12 " .....	96 00
Dixon and Wales .....	H. Bartle .....	7	6	12 " .....	164 25
Dixon's Corners and Dundela.....	G. Cooper .....	4	3	12 " .....	36 00
Douglas and Railway Station (C. A.)	T. Enright.....	1 $\frac{1}{2}$	12	12 " .....	93 00
do do (C. P.) .....	T. Neville.....		12	12 " .....	49 00
Doyle and Sheenbow .....	M. Meers .....	12	1	12 " .....	74 59
Duclos and East Aldfield .....	Rev. J. H. Forbes	6	2	12 " .....	50 00
Duclos and Wakefield.....	F. Perron.....	15	6	12 " .....	215 00
Dunbar and Grantley.....	W. L. Hart.....	5	3	12 " .....	70 00
Dunrobin and Railway Station .....	J. Smyth.....	20 & 21 $\frac{1}{2}$	3 & 3	12 " .....	400 00
Dyer and Moose Creek .....	F. McRae.....	3	3	12 " .....	50 00
Earlton and Milberta.....	H. E. Brasher...	8 $\frac{1}{2}$	1	4 " and 24 dys. (from Feb. 6, '04)...	20 86
Eastman's Springs and Piperville..	J. Preston.....	4 $\frac{1}{2}$	2	1 " and 11 dys. (to Aug. 11, '03)..	5 32
Eastman's Springs and Ry. Station.	J. Boyd.....	$\frac{1}{2}$	12	12 " .....	69 08
Easton's Corners and Ry. Station..	J. R. Spry.....	3	6	6 " (from Jan. 1, '04)	90 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Easton's Corners and Wolford Centre .....	C. S. Easton .....	5½	2	3 mos. (to Mar. 31, '04).	19 50
do do .....	W. H. Gardiner .....		3	" from " .....	19 50
East Templeton and Ry. Station .....	A. Larivière .....	1	12	" .....	110 00
Eauclair and Galston .....	J. S. McDonald .....	7	2	" .....	100 00
Eauclair and Railway Station .....	A. Ryan .....	¼	12	" .....	100 00
Edwards and Railway Station .....	T. H. Jacques .....	100 yds.	12	" (from Apl. 1, '04)	7 80
Eganville and Germanicus .....	A. Sack .....	7½	3	" .....	72 00
Eganville and Pembroke .....	J. Price .....	28½	6	" .....	310 00
Eganville and Ry. Station (C.A.) .....	J. Bulger .....	1½	12	" .....	81 64
do do (C.P.) .....	B. Hartney .....	¼	12	" .....	58 50
Eganville and Perrault .....	M. Power .....	6½	1	" .....	48 00
Elm and Railway Crossing .....	W. J. Moorhead .....	½	3	" and 17 dys. (from July 15, '03)	7 42
do do .....	E. J. Moorhead .....	½	3	" (from Oct. 1, '03)	26 25
Elmside and Railway Station .....	M. M. McCredie .....	3½	6	" .....	125 60
Embrun and Longtinville .....	L. Maheu .....	3½	6	" .....	101 75
Embrun and Railway Station .....	J. Bruyère .....		12	" .....	75 36
Emmett and Killaloe Station .....	C. J. O'Grady .....	5½	2	" .....	69 70
Ettyville and Pendleton .....	H. McCauley .....	3	3	" .....	60 00
Fabre and Ville Marie .....	W. Gagné .....	11	1	Part of seasons 1903 & '04.	35 00
Fairfield East and Railway Station .....	S. E. Johns .....	1½	3	12 months .....	35 00
Farran's Point and Osnabrock Centre .....	C. Cryderman .....	6	6	" .....	175 00
Farran's Point and Railway Station .....	J. A. Sheets .....	½	12	" .....	70 00
Farrellton and Railway Station .....	E. M. Farrell .....	2	12	" .....	60 00
Farrellton and Stagsburn .....	A. McDonald .....	6	2	" .....	65 00
Felton and Russell .....	R. Scharf .....	4	2	" .....	50 00
Ferguson's Falls and Perth .....	J. H. Morris .....	19¼	6	" .....	400 00
Ferne Neuve and Rapide de L'Orignal .....	L. Lafontaine .....	12	1	" .....	60 00
Fieldville and Venosta .....	P. Mahoney .....	5½	2	" .....	35 00
Finch and Goldfield .....	J. McMahon .....	2½	3	" .....	65 00
Finch and Railway Station (C.P.) .....	D. J. McMillan .....	½	12	" .....	77 94
do do (N.Y. & O.) .....	do .....	¾	12	" .....	91 20
Fitzroy Harbour and Galetta .....	C. Weir .....	4	6	" .....	180 00
Fitzroy Harbour and Woodlawn .....	R. T. Armstrong .....	8½	6	" (to Sept. 30, '03).	36 25
do do .....	H. Weatherdon .....	8½	6	" from " .....	198 75
Flower Station and Railway Station .....	S. M. Lyon .....	1½	12	" .....	25 00
Folger Station and Railway Station .....	W. Lee .....	1½	12	" .....	25 00
Forget and Saint Ange .....	J. B. Bourgin .....	3	3	" and 15 dys. (from May 17, '04)	7 42
Fort Coulonge and Leclair .....	C. Germain .....	4½	2	" .....	61 75
Fort Coulonge and Railway Station .....	E. Jewell .....	3	12	" .....	34 94
Fort Coulonge and Schyan .....	do .....	35	1	" .....	100 00
Fort William and Pembroke .....	A. S. Maloney .....	22	6	" .....	300 00
Fort William and Wharf .....	J. McCool .....	140 yds.	12	Part of seasons 1903 & '04.	10 00
Fournier and Routhier .....	H. Blaney .....	8½	6	12 months .....	199 00
Foymount and Lake Clear .....	E. Jessup .....	4	3	" .....	49 00
Franktown and Railway Station .....	R. Pierce .....	1½	12	" .....	140 00
Galbraith and Middleville .....	J. Scoular .....	7	2	" .....	49 00
Galetta and Railway Station .....	G. C. Whyte .....	4	12	" .....	59 66
Gaudette and Kippewa .....	J. Cunningham { 40, 3 & 1 21 w }		1	" .....	150 00
Glasgow Station and Ry. Station .....	E. Hutson .....	50 yds.	12	" .....	62 80
Glengyle and Railway Station .....	G. B. Morrison .....	50 yds.	12	" .....	20 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Glen Robertson and North Lancaster .....	R. McDonald...	233	6	12 months .....	285 00
Glen Robertson and Ry, Station... ..	N. Laframboise...	100 yds.	24	12 " .....	79 00
Glen Roy and Munro's Mills .....	R. McDougall ..	4	3	12 " .....	73 00
Glen Smail and Spencerville .....	E. Ellis, jr. ....	3	2	12 " .....	40 00
Golden Lake and Railway Station..	J. Larochelle ..	1	12	12 " .....	60 00
Golden Lake and Zadow .....	A. Zadow .....	5	3	12 " .....	85 00
Gorman and Shamrock .....	J. Sammon .....	5	1	12 " .....	40 00
Gower Point and Westmeath .....	A. J. Carswell, jr.	9	3	9 " (to Mar. 31, '04).	93 75
do do .....	N. Gratton .....	9	3	3 " from " .....	31 25
Gracefield and Lake Cayament .....	E. Mercier .....	12	1	12 " .....	82 67
Gracefield and Railway Station .....	J. Grace .....	600 yds.	6	7 " 15 days (to Feb. 15, '04) .....	18 79
Gracefield and Northfield Farm .....	P. St. Jacques ..	8	6	4 " 13 d. (from Feb. 15, '04) .....	74 73
Grant and Railway Station .....	A. Charlebois ..	3	6	12 " .....	150 00
Great Desert and Lake Talou .....	P. Boissonnault ..	5	1	12 " .....	60 00
Greenfield and Railway Station .....	J. J. Cameron ..	1	24	12 " .....	85 42
Green Valley and Railway Station .....	D. A. McDougall ..	1	12	12 " .....	60 00
Green Valley and St. Raphael West ..	J. Riley .....	7 1/2	6	12 " .....	174 00
Griffith and Matawatches .....	A. McLellan .....	11	2	12 " .....	135 91
Grit and Nipissing Junction .....	M. Nelan .....	7 1/2	1	12 " .....	40 00
Groverton and Spencerville .....	A. Henderson .....	3	2	12 " .....	60 00
Guigues and Ville Marie .....	J. Lavigne .....	11	1	Part of season 1903-1904.	41 25
Haley Station and Queen's Line .....	J. C. Anderson ..	6	2	12 months .....	60 00
Halverson and Masham Mills .....	A. Foran .....	10	2	12 " .....	73 00
Hanmond and Railway Station .....	A. Gendron .....	1/2	12	12 " .....	40 00
Hanbury and New Liskeard .....	W. J. Emmerson ..	7	1	10 days (s. fr. June 21, '04).	0 50
Hardwood Lake and Wingle .....	C. B. Marquardt ..	6	1	12 months .....	40 00
Harrisons Corners and Railway Station .....	C. McDonald .....	1/4	6	12 " .....	45 54
Hawkesbury and L'Orignal .....	G. H. Pharand ..	6	12	12 " .....	235 00
Hawkesbury and Railway Station .....	W. Lawlor .....	5	6	12 " .....	400 00
do do .....	B. McManus .....	1/4	24	12 " .....	125 60
Hawkesbury and Stepney .....	E. C. Smith .....	3 1/2	6	12 " .....	50 00
Hawthorne and Taylorville .....	D. Ramsay .....	2 1/2	6	1 " 9 d. (to Aug. 9, '03)	10 87
Hawthorne and Railway Station .....	A. Carlyle .....	7/8	6	4 " 22 days (to Dec. 31, '03) .....	25 43
do do .....	A. F. Graham .....	7/8	6	6 " (from Dec. 31, '03)	32 50
Hazledean and Stittsville .....	J. A. Cummings ..	3 1/2	6	12 " .....	150 00
Henry and L'Orignal .....	L. Tessier .....	4 1/2	3	12 " .....	100 00
Heyworth and Railway Station .....	M. J. Moore .....	2	6	12 " .....	80 00
High Falls and Post Road .....	P. Pichette, sr. ..	1/2 s. 2 w.	6	12 " .....	69 00
Hopefield and Wilno .....	M. Daly .....	6	3	12 " .....	68 00
Hopetown and Lanark .....	T. Stewart .....	7	3	12 " .....	74 00
Hopetown and White .....	W. Bradford .....	12	2	12 " .....	100 00
Huberdeau and St. Remi d'Amherst ..	F. Leroux .....	9	3	12 " .....	135 00
Hull and Simmons .....	B. A. Simmons .....	8	2	12 " .....	90 00
Hull and Ottawa .....	M. Potvin .....	1 & 2	24 & 54	12 " .....	550 00
Hull and Street Letter Boxes .....	do .....	2 1/2	12	12 " .....	116 25
Hunter's Point and Kippewa .....	P. Kelly .....	24 w 2 s	1	12 " .....	195 00
Hunter's Point and Ostoboning .....	J. A. Laing .....	18	1	12 " .....	100 00
Hurdman's Bridge, Ottawa and Ottawa East .....	M. Fagan .....	1 1/4 & 1 1/4	3 & 3	12 " .....	112 00
Inkerman and Suffels Crossing .....	G. B. Daniels .....	2	12	12 " .....	133 00
Inlet and Thurso .....	C. Biehler .....	20 1/2	3	12 " .....	340 00
Irena and Rowena .....	W. J. Mullin .....	3	4	12 " .....	90 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ironside and Railway Station.....	A. Murphy.....	$\frac{1}{2}$	12	12 months.....	40 00
Iroquois and Pleasant Valley.....	J. A. Adams.....	14	3	12 ".....	147 00
Iroquois and South Mountain.....	G. Raney.....	15	6	" (to Dec. 31, '03).	125 00
do do.....	B. H. Strader.....	15	6	" from "	125 00
Jarnac and Ripon.....	J. B. Lacombe.....	8	1	12 ".....	50 00
Jasper and Railway Station.....	H. S. Moffatt.....	$\frac{1}{4}$	6	12 ".....	30 00
Jockvale and Ottawa.....	J. Clothier.....	16	3	" (to Dec. 31, '03).	132 50
do do.....	C. Watt.....	16	3 & 6	" from "	194 81
Johnstones Corners and South Gloucester.....	M. Stackpole.....	2	6	12 ".....	60 00
Joynt and North Wakefield.....	R. Joynt.....	$9\frac{1}{2}$	6s & 3w	12 ".....	99 13
Judge and New Liskeard and North Temiscamingue.....	W. Judge.....	16 s 3 w	1	12 ".....	48 67
Kemptville and Kemptville Junction Railway Station.....	C. H. Banks.....	2	12	12 ".....	50 24
Kemptville and Merrickville.....	W. White.....	$19\frac{1}{2}$	6	12 ".....	398 00
Kemptville and Millars Corners.....	R. P. McGovern.....	11	6	12 ".....	275 00
Kemptville and North Rideau.....	A. W. Powell.....	$5\frac{1}{2}$	2	12 ".....	80 00
Kemptville and Railway Station.....	S. C. Patterson.....	1	18	12 ".....	150 72
Killaloe Station and Railway Station.....	M. Holly.....	100 yds.	12	12 ".....	62 80
Killaloe Station and Rockingham.....	J. McGaghram.....	$16\frac{1}{2}$	6	12 ".....	670 00
Killaloe Station and Ruby.....	D. Doyle, jr.....	6	3	12 ".....	95 00
Kilmarnock and Smiths Falls.....	W. H. Hunter.....	7	2	12 ".....	96 00
Kinburn and Limestone.....	J. Findlay.....	4	2	12 ".....	50 00
Kinburn and Pannure.....	E. P. Osborne.....	14 r.t.	6	12 ".....	215 00
Kinburn and Railway Station.....	do.....	$\frac{1}{4}$	12	12 ".....	62 80
Kingsmere and Railway Station.....	W. Murphy.....	4	6	Part of seasons 1903 & '04	50 00
Kippewa and Railway Station.....	O. Latour.....	200 yds.	6	12 months.....	37 50
Kirk's Ferry and Railway Station.....	M. Reid.....	$\frac{1}{2}$	12	12 ".....	30 00
Klock and Railway Station.....	J. A. Shiels.....	$\frac{1}{8}$	12	12 ".....	53 38
Labelle and La Macaza.....	J. Lapointe.....	9	1	12 ".....	50 00
Labelle and L'Annonciation.....	M. Dauphin.....	15	3	12 ".....	90 00
Labelle and Minerve.....	A. B. Desmar-teau.....	$14\frac{1}{2}$	1	12 ".....	100 00
Labelle and Nominigue.....	P. Gauthier.....	21	3	12 ".....	400 00
Labelle and Railway Station.....	N. Nantel.....	15 acres.	12	12 ".....	73 00
Lac des Ecorces and Rapide de L'Orignal.....	E. Sabourin.....	8	1	12 ".....	70 00
La Conception and Station.....	J. Giroux.....	$5\frac{1}{2}$	6	12 ".....	135 00
La Conception Station and Railway Station.....	B. St. Jean.....	300 yds.	6	12 ".....	60 00
Lac Windigo and St. Emile de Suffolk.....	E. Hardy.....	13	1	12 ".....	75 00
Ladysmith and Martins Lake.....	M. J. Larose.....	5	1	12 ".....	40 00
Lake St. Mary and Railway Station.....	F. Nault.....	$8\frac{1}{2}$	6	".....	97 00
Lake Talon and Railway Station.....	T. Cahill.....	100 yds.	12	3 mos. (to Sept. 30, '03).	25 00
do do.....	C. Lamarche, jr.....	100 yds.	12	9 " from "	75 00
Lalonde and Plantagenet.....	W. A. McKay.....	5	1	12 ".....	40 00
Lammermoor and Lavant Station.....	M. W. Paul.....	14	3	12 ".....	194 00
Lanark and Middleville.....	C. Dodds.....	7	6	12 ".....	166 09
Lanark and Perth.....	M. Murphy.....	12	6	12 ".....	64 00
Lanark and Watsons Corners.....	G. Fair.....	7	3	12 ".....	80 00
Lancaster and Martintown.....	D. Munro.....	12	6	12 ".....	250 00
Lancaster and South Lancaster.....	W. Gillespie.....	1	12	12 ".....	125 00
L'Annonciation and Ste. Veronique.....	M. Mercier.....	16	1	12 ".....	80 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Latchford and North Bay.....	J. Bailey.....	9 $\frac{1}{2}$	1	12 months.....	75 00
Line Bank and Manotick Station..	G. M. Brown....	3 $\frac{1}{2}$	3	12 ".....	79 00
Loch Winnock and Railway Station	W. Durbrow.....	3 $\frac{1}{2}$	3	12 ".....	90 00
Locksley Station and Railway St'n	H. A. Schultz....	100 yds.	6	12 ".....	25 00
Ladore and Watsons Corners.....	J. Lorimer.....	7	2	12 ".....	65 00
L'Orignal and Calumet Railway Station	E. Lee.....	3	6	12 ".....	350 00
Lorrainville and St. Isidore de Pontiac.....	J. Lalonde.....	9	1	12 ".....	52 00
Lorrainville and Ville Marie.....	J. Bellehumeur..	7	2	12 ".....	75 00
Low and Railway Station.....	J. Irvine.....	1 $\frac{1}{2}$	12	12 ".....	72 00
Lumsdens Mills and Railway St'n.	G. H. Keeler....	1 $\frac{1}{2}$	6	12 ".....	25 00
Lumsdens Mills and Ville Marie..	J. A. Larochelle..	70 & 78	3	Part of seasons 1903 & '04	450 00
do do	P. Kelly.....	70 & 78	2	Season 1903-04.....	300 00
Luskville and Railway Station.....	E. Desbiens.....	2	6	12 months.....	76 25
McAlpine and Railway Station....	F. N. Carriere....	50 ft.	6	12 ".....	20 00
McDonalds Corners and McLarens Depot.....	W. A. McCulloch..	25 r. t.	6	3 " (to Sept. 30, '03).	87 50
do do	H. Adam.....	25 r. t.	6	9 " from ".....	262 50
McMillans Corners and Strathmore.	D. McIntosh.....	4 $\frac{1}{2}$	3	12 ".....	56 66
Maberly and Pratts Corners.....	J. Foster.....	6	1	12 ".....	30 00
Maberly and Railway Station.....	T. A. Charlton....	1 $\frac{1}{2}$	6	12 ".....	90 00
Mackeys Station and Railway St'n.	J. Dunlop.....	1 $\frac{1}{2}$	6	12 ".....	62 80
Malakoff and Railway Station.....	A. Haggins.....	12	6	12 ".....	235 00
Maniwaki and Gracefield Railway Station.....	J. Nault.....	31	6	7 " 15 days (to Feb. 15, '04).....	560 60
do do	A. A. Rochon....	3 $\frac{1}{2}$	12	4 " and 14 days (from Feb. 15, '04).....	31 76
Maniwaki and Montcerf.....	J. B. Carriere....	15	3	6 " (to Dec. 31, '03).	87 50
do do	J. B. Nault.....	15	6	6 " from ".....	100 00
Maniwaki and River Joseph.....	L. Levesque.....	8	1	12 ".....	54 00
Maniwaki and St. Boniface.....	H. Dufour.....	9	1	12 ".....	45 00
Manotick and Railway Station.....	P. L. Campbell....	3 $\frac{1}{2}$	6	12 ".....	130 00
Maple Ridge and Railway Station..	R. Lathern.....	1 $\frac{1}{2}$	6	7 " (from Dec. 1, '03)	43 17
Maryland and Railway Station.....	S. Smith, jr.....	40 feet.	12	12 ".....	20 00
Maryland and Weirstead.....	P. S. Burman.....	3	1	12 ".....	20 00
Maryland and Wolf Lake.....	A. Foran.....	17 $\frac{1}{2}$	2	12 ".....	122 00
Masson and Railway Station.....	G. Larose.....	1 $\frac{1}{2}$	12	12 ".....	40 00
Mattawa and Railway Station.....	J. B. Belanger....	1 $\frac{1}{2}$	18	12 ".....	291 66
Mattawa and Town Hall, Railway Station.....	N. A. Timmins....	1	6	12 ".....	80 00
Maxville and Railway Station.....	D. A. McArthur..	300 yds.	18	6 " (to Dec. 31, '03).	37 50
do do	W. Dousett.....	300 yds.	18	6 " from ".....	50 00
Maxville and Riceville.....	W. B. Lalond....	17 $\frac{1}{2}$	6	12 ".....	440 00
Merrickville and Newmanville....	G. E. Johnston....	5 $\frac{1}{2}$	2	12 ".....	96 00
Merrickville and Railway Station..	J. Mills.....	2 $\frac{1}{2}$	12	12 ".....	80 00
do do	do.....	2 $\frac{1}{2}$	12	12 ".....	85 00
Metcalfe and North Osgoode.....	H. A. Morrison....	3	3	12 ".....	70 00
Metcalfe and Ottawa.....	J. Simpson.....	20	6	12 ".....	500 00
Metcalfe and Russell.....	J. Dowser.....	12	6	12 ".....	334 00
Micaville and Perth.....	P. E. McParland..	9	6	12 ".....	188 10
Micksburg and Pembroke.....	M. Dick.....	17	3	12 ".....	230 60
Milberta and New Liskeard.....	J. A. Pritchard..	12 $\frac{1}{2}$	2	12 ".....	225 56
Milberta and Thornlor.....	B. J. Brittain....	6 $\frac{1}{2}$	1	2 " (from May 1, '04)	8 17
Monkland Station and Railway Station.....	W. R. McIntosh..	150 yds.	12	12 ".....	50 00
Montebello and Railway Station..	N. Charette.....	3	24	12 ".....	100 00
Montebello and St. Amedee.....	E. McCluskey....	6	2	12 ".....	100 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Montpelier and Ripon.....	J. Bissonnette ..	7	2	12 months.....	49 88
Montreal River and Temagami...	D. O'Connor.....	26	1	4 " (to Oct. 31, '03).	72 00
Moose Creek and Railway Station (C. A.).....	F. Villeneuve.....	$\frac{1}{2}$	24	11 " (to May 31, '04).	64 17
do do.....	M. Lizotte.....	$\frac{1}{2}$	24	1 " from "	5 83
Moose Creek and Buckingham.....	J. Labrosse.....	$\frac{1}{2}$	6	12 " .....	124 00
Morehead and Railway Station ..	D. Clark .....	$\frac{1}{2}$	6	12 " .....	20 00
Morrisburg and Waddington, N.Y.	D. Roach .....	3	6	12 " .....	75 00
Morrisburg and Winchester.....	W. Ross .....	17	6	12 " .....	310 00
Moulinette and Milleroches Station	S. B. Forsyth.....	1	12	12 " .....	200 00
Mountain and Railway Station....	S. W. Van Allen ..	$\frac{1}{2}$	12	12 " .....	50 08
Mountain and Reids Mills.....	T. Christie.....	$\frac{1}{2}$	6	12 " .....	154 75
Mountain and South Mountain....	E. Mill .....	$\frac{1}{2}$	12	12 " .....	100 00
Mountain and Vaucamp.....	H. E. Carson.....	$\frac{1}{2}$	6	12 " .....	87 00
Mount St. Patrick and Railway Station.....	J. Carter.....	$\frac{1}{2}$	3	12 " .....	93 25
Mowat and Railway Station.....	T. Manion .....	$\frac{1}{2}$	12	12 " .....	120 00
Mud Creek and Smith Falls ..	W. Sheridan .....	6	2	12 " .....	80 00
Muldoon and Eardley Railway Station and North Onslow.....	J. J. Muldoon.....	$3\frac{1}{2}$ & 10	6-3	12 " .....	300 00
Navan and Railway Station .....	J. Clarke.....	$\frac{1}{2}$	12	10 " 29 days (from Aug. 3, '03)...	91 03
Newington and Railway Station...	G. T. Jardine.....	$\frac{1}{2}$	12	12 " .....	75 36
New Liskeard and End of Track....	H. Farah.....	5	6	6 " and 18 days (from Dec. 14, '03)...	475 00
New Liskeard and Tomstown.....	J. Clark .....	23	1	11 " 23 days (to June 23, '04) .....	201 37
do do .....	F. W. Hendry ..	$23\frac{3}{4}$	1	7 days (from June 23, '04).....	1 87
New Liskeard and Uno Park.....	A. D. Hermiston ..	8	2	12 months .....	56 33
New Liskeard and Ville Marie.....	J. Lavigne.....	$18\frac{3}{4}$	2	12 " .....	370 00
do do .....	A. Lumsden.....	$18\frac{3}{4}$	1	5 " 14 days (to Dec. 14, '03).....	75 90
Nipissing Junction and Railway Station .....	I. C. Ritchie.....	$\frac{1}{2}$	12	12 " .....	62 80
Nominieue and Rapide de l'Original.....	M. Lemieux .....	35	2	12 " .....	500 00
North Augusta and Prescott.....	J. N. Botham.....	$17\frac{1}{2}$	2	12 " .....	125 00
North Augusta and Railway Station	R. Bowman.....	$4\frac{1}{2}$	6	12 " .....	149 00
North Bay and Railway Station....	W. McDonald.....	$1\frac{1}{2}$	36	12 " .....	325 21
do do .....	D. Donavan .....	1	6	3 " 29 dys. (from Dec. 14, '03) .....	77 25
North Bay and Railway Station (Transfer).....	C. P. Ry. Co.....		12	" .....	300 00
North Bay and Temagami.....	J. J. Shields.....	63	2	1 " 23 dys. (from May 9, '04) .....	60 00
North Branch and Russell.....	R. Scharf .....	$21\frac{1}{2}$	6	12 " .....	65 00
Norhcoote and Railway Station....	J. M. Briscoe.....	$\frac{1}{2}$	6	12 " .....	50 00
Northfield and Railway Station...	W. W. Alguire.....	$1\frac{1}{2}$	6	12 " .....	77 50
North Gower and Reeve Craig.....	T. Salter .....	3	2	12 " .....	45 00
North Low and Railway Station....	S. Gannon.....	4	3	12 " .....	91 87
North Nation Mills and Railway Station.....	D. Landriau.....	$3\frac{1}{2}$	6	12 " .....	176 00
North Temiscamingue and Ville-Marie.....	J. Lavigne.....	22	1	12 " .....	200 00
North Valley and Osnabruck Centre	O. H. Grandaw.....	4	3	12 " .....	60 00
North Wakefield and Railway Stn.	J. Blair .....	400 yds.	12	12 " .....	33 93
North Wakefield and Rupert.....	W. D. Gibson.....	$5\frac{1}{2}$	6	12 " .....	148 00
Norway Bay and Sand Point.....	R. R. Cuthbertson.....	3		Summer season .....	26 66



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Nosbonsing and Wisawasa .....	N. Ouellette ..	5	1	12 months .....	52 00
Notre Dame de la Paix and St. Andre Avellin .....	A. Bock .....	10	3	12 " .....	150 00
Notre-Dame de la Salette and Notre Dame du Laus .....	G. Roy, jr. ....	32½	3	12 " .....	600 00
Notre Dame de la Salette and Poltimore .....	M. Cummings ..	7	3	12 " .....	100 00
Notre Dame du Laus and St. Gerard de Montarville .....	P. Filiatrault ..	38	1	12 " .....	290 00
Oak Grove and Railway Station .....	S. F. Brown .....	1	6	12 " .....	75 00
Osgoode Station and Railway Stn. Ottawa Letter Carriers Service .....	M. J. Buckels ..	40 yds.	6	12 " .....	15 00
	Ottawa Electric Railway Co. ....				900 00
Ottawa and Ottawa East .....	M. Fagan .....	1½	6	12 months .....	60 00
Ottawa and Post Office Department .....	E. Batterton .....	120 yds.	as req.	12 " .....	600 00
do do .....	J. Graves .....	120 yds.	as req.	12 " .....	680 40
Ottawa and Railway Stations .....	Ottawa Electric Railway Co. ....	1 & 1½	as req.	12 " and spec. service	4,295 50
Ottawa Post Office and Street Letter Boxes .....	T. Whelan .....	23½ & 21½	18-1	3 " (to Sept. 30, '04).	418 75
do do .....	J. Delaney .....	23½ & 20¾	18-1	9 " from " ..	1,425 75
Ottawa and Richmond W. ....	J. Rielly .....	20	6	12 " .....	626 00
Otter Lake and Ralph .....	Gillies Bros. ....	88	12	" .....	225 00
Otterlake and Shawville .....	W. B. Crawford ..	24	6	12 " .....	578 00
Oxford Station and Railway Station .....	A. J. Sanderson ..	½	3	12 " .....	36 44
Pakenham and Railway Station .....	D. Shaw .....	¼	24	12 " .....	192 58
Papineauville and Railway Station .....	A. Fortier .....	¼	24	12 " .....	120 00
Pembroke and Railway Station .....	J. P. Millar .....	¼	36	12 " .....	200 00
do do .....	do .....	¼	12	12 " .....	150 00
do do .....	do .....	¼	2	12 " .....	12 00
do do .....	do .....	75 yds.	6	12 " .....	20 00
Pembroke and Westmeath .....	T. Cecile .....	15s, 2w.	6	12 " .....	200 00
Pendleton and Papineauville Railway Station .....	H. Roy .....	17	6	12 " .....	500 00
Pendleton and Railway Station .....	J. Seguin .....	1	12	12 " .....	75 00
Perkins and Ste. Rose de Lima .....	C. Robitaille .....	7¾	4	12 " .....	175 00
Perreton and Government Road Crossing .....	A. Smyth .....	3½ & 3	3 & 3	3 " (to Sept. 30, '03).	28 75
do do .....	J. Russell .....	3½ & 3	3 & 3	9 " from " ..	93 75
Perth and Playfair .....	D. J. Ennis .....	14	6	12 " .....	250 00
Perth and Railway Station .....	J. Allan .....	½	26	12 " .....	199 00
Perth and Rideau Ferry .....	S. W. Hall .....	6	6	12 " .....	200 00
Perth and Tennyson .....	I. Powers .....	10	11	12 " .....	44 50
Petawawa and Railway Station .....	W. Selkirk .....	200 yds.	3	12 " .....	72 00
Piperville and Railway Station .....	P. Sauriol .....	150 yds.	6	10 " 17 days (fr. Aug. 15, '03)..	21 94
Plantagenet and Railway Station .....	H. Roy .....	1	12	12 " .....	75 00
Point Alexander and Railway Stn. Point Comfort and Wright .....	T. McAnulty .....	6	3	12 " .....	125 00
Pointe Gatineau and Quinnville .....	C. Ross .....	14	2s, 1w	12 " .....	350 00
Plantagenet and Railway Station .....	M. Gahagan .....	6½	1	12 " .....	55 00
Portage du Fort and Railway Stn. Portage du Fort and Ross .....	T. Gagnon .....	1½	12	12 " .....	110 00
Port Elmsley and Railway Station .....	J. E. Dolan .....	7	12	12 " .....	200 00
Prescott and Ogdensburg (N. Y.) .....	D. McLaren .....	3	3	12 " .....	65 00
Prescott and Railway Station .....	J. McTavish .....	1½	6	12 " .....	94 00
Prescott and Street Letter Boxes .....	W. McInnes .....	2	18	12 " .....	360 00
	do .....	½	18	12 " .....	97 00
	do .....	2¾	18	12 " .....	154 00

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Prescott and Throoptown.....	E. J. McMahon.	13	2	2 mos. 10 dys. (from Sept 21, '03)	155 43
Proulx and Routhier. ....	J. Bougie .....	2 $\frac{3}{4}$	3	3 " (from Apr. 1, '04)	8 10
Quyon and Railway Station. ....	W. Richardson.	1	12	12 " .....	75 00
Radford and Shawville.....	S. Armstrong...	3	6	12 " .....	110 00
Rapides des Soachins and Railway Station.....	E. McGee.....	6	6	12 " .....	220 00
Rapides des Joachims and Rowan-ton.....	H. R. Downey...	20	3	12 " .....	350 00
Rapides des Joachims and Wharf. ....	do .....	120 yds.	6	Part of seasons 1903-04..	5 00
do do .....	T. Morion .....	120 yds.	6	Part of season 1904.....	4 00
Raycroft and Tatlock.....	R. White, sr. ....	4 $\frac{1}{2}$	1	12 months .....	25 00
Renfrew and Railway Station (C.A.)	A. Frood.....	$\frac{1}{4}$	12	9 " (to Mar. 31, '04).	44 84
do do .....	J. Harris.....	$\frac{1}{4}$	3	" from " .....	14 82
do do .....	A. Frood.....	$\frac{1}{4}$	24	12 " (to Mar. 31, '04).	122 52
do do .....	J. Harris.....	$\frac{1}{4}$	14	9 " from " .....	77 00
do do .....	do .....	$\frac{1}{4}$	14	3 " from " .....	25 48
do do .....	do .....	$\frac{1}{4}$	12	6 " (to Dec. 31, '03)..	35 56
do do .....	do .....	$\frac{1}{4}$	12	6 " from " .....	35 10
Renfrew and Shamrock .....	J. Rousselle....	14	3	12 " .....	170 00
Richmond and Stapledon .....	T. E. Rielly.....	3 $\frac{1}{2}$	3	12 " .....	78 00
Rideau View and Residence of J. Blair.....	J. Blair.....	$\frac{1}{4}$	3	12 " .....	25 00
Ripon and St. André Avellin.....	Z. Whissell.....	7	6	12 " .....	124 00
River Desert and Railway Station..	V. Simoneau.....	$\frac{1}{2}$	12	4 " and 13 days (from Feb. 16, '04) ..	28 02
Rockingham and Strathlay.....	J. O'Brien.....	13	1	12 " .....	50 00
Rockingham and Wingle .....	J. Wingle.....	17	2	12 " .....	130 00
Rockland and Railway Station.....	L. Dehaitre.....	2 $\frac{3}{4}$	6	12 " .....	100 00
do do .....	J. A. Dent.....	$\frac{1}{4}$	12	12 " .....	48 00
Rockliffe and Railway Station.....	E. McKay.....	50 yds.	6	12 " .....	25 12
Rowanton and Stubbs Bay .....	J. R. Booth.....	42	1	12 " .....	350 00
Russell and Railway Station.....	E. Laggo.....	$\frac{1}{2}$	12	6 " (to Dec. 31, '03).	20 54
do do .....	J. McCaffrey....	$\frac{1}{2}$	12	6 " from " .....	20 28
Ste. Anne de Prescott and Railway Station.....	R. Perrault.....	5 $\frac{1}{2}$	6	12 " .....	175 00
St. Eugène and Railway Station.....	P. Kelly.....	800 yds.	12	12 " .....	50 00
St. Onge and Railway Station.....	L. Hebert.....	$\frac{1}{4}$	12	6 " (to Dec. 31, '03).	37 92
do do .....	J. B. Bourgie ..	$\frac{1}{4}$	12	6 " from " .....	37 44
Ste. Rose de Lima and Railway Station.....	N. Beauchamp..	$\frac{1}{4}$	12	12 " .....	60 00
St. Sixte and Thurso.....	J. V. Gauthier..	$\frac{1}{16}$	5	" (from Feb. 1, '04)	32 50
Sand Point and Railway Station.....	J. R. McDonald	$\frac{1}{16}$	12	12 " .....	109 90
Sarsfield and Railway Station .....	J. M. Philip....	2	12	7 " (to Jan. 31, '04)..	49 36
do do .....	N. Daoust.....	2	12	5 " from " .....	37 50
Shamrock and Whelan Lake .....	S. Whelan.....	7	2	12 " .....	70 00
Shawville and Railway Station .....	J. A. McGuire..	1	12	12 " .....	45 00
Shawville and Starks Corners.....	W. B. Crawford.	3	3	9 " (to Mar. 31, '04).	48 75
do do .....	D. Shephard....	3	6	3 " from " .....	25 00
Shields and Shields Railway Cross-ing.....	H. Shields .....	90 ft.	3	8 " and 26 days (from Oct. 6, '03)....	18 41
Skye and Railway Station.....	D. McMillan....	9 $\frac{1}{2}$	6	12 " .....	222 62
Smith's Falls and Railway Station..	H. Carley.....	$\frac{1}{2}$	24	12 " .....	170 84
do do .....	do .....	$\frac{1}{2}$	12	12 " .....	225 00



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Snake River and Railway Station.	W. Douglas . . . .	4 $\frac{1}{4}$	3	12 months . . . . .	145 00
South Indian and Railway Station.	M. Shaver . . . . .	2 $\frac{1}{4}$	24	12 " . . . . .	115 00
South March and Railway Station.	J. Smyth . . . . .	2	6	12 " . . . . .	90 00
Spencerville and Railway Station.	W. Lawson . . . . .	1 $\frac{1}{2}$	6	12 " . . . . .	75 00
Stanley's Corners and Stittsville.	J. Stanley . . . . .	2	3	12 " . . . . .	40 00
Stewartville and Railway Station.	J. Stewart . . . . .	3	6	12 " . . . . .	125 00
Stittsville and Railway Station.	S. Mann . . . . .	120 yds.	12	12 " . . . . .	62 80
Summerstown and Summerstown Station.	R. Stevenson . . . .	3	6	12 " . . . . .	90 00
Summerstown Station and Railway Station.	J. A. Cameron . . . .	400 yds.	12	12 " . . . . .	50 00
Taylorville and Railway Station.	R. Ramsay . . . . .	1 $\frac{1}{4}$	6	3 " (to Sept. 30, '03).	10 00
do do	J. Innes . . . . .	1 $\frac{1}{4}$	6	9 " from " . . . . .	30 00
Tetreauville and Railway Crossing.	I. Daoust . . . . .	50 yds.	12	1 " and 22 days (to Mar. 31, '04) . .	2 91
do do	F. X. Trépanier . . .	50 yds.	12	3 " from " . . . . .	5 00
Temiskaming and Railway Station.	W. Leavitt . . . . .	200 ft.	3	9 " (from Oct. 1, '03) .	0 51
The Brook and Railway Station.	E. Rouleau . . . . .	12	12	12 " . . . . .	75 00
The Brook and The Lake.	N. Ouellette . . . . .	5	3	9 " (from Oct. 1, '03) .	78 75
Thurso and Railway Station.	C. Ouelette . . . . .	1 $\frac{1}{4}$	12	8 " (to Feb. 29, '04) .	33 33
do do	A. Menard . . . . .	1 $\frac{1}{4}$	12	4 " from " . . . . .	16 67
Thurso and Valencay.	J. N. Gauthier . . . .	14	3	12 " . . . . .	175 00
Toye's Hill and Winchester Spring.	G. Carter . . . . .	3	3	12 " . . . . .	56 00
Vankleek Hill and Railway Station.	J. Villeneuve . . . . .	1 $\frac{1}{4}$	24	12 " . . . . .	124 00
Vars and Railway Station.	J. Fraser . . . . .	24	12	12 " . . . . .	80 00
Venosta and Railway Station.	D. Haveron . . . . .	6	12	12 " . . . . .	26 00
Ventnor and Railway Station.	W. Cook . . . . .	5 $\frac{1}{2}$	6	12 " . . . . .	105 00
Vinton and Railway Station.	M. Grace . . . . .	2	7	12 " . . . . .	102 66
Wakefield and Railway Station.	E. Johnstone . . . . .	1 $\frac{1}{4}$	12	9 " (to Mar. 31, '04) .	50 00
do do	F. Perrin . . . . .	1 $\frac{1}{4}$	3	3 " from " . . . . .	17 86
Wales and Railway Station.	F. Warren . . . . .	1 $\frac{1}{2}$	12	12 " . . . . .	54 96
Waller and Harney's Crossing.	P. Harney . . . . .	1 $\frac{1}{2}$	2	12 " . . . . .	35 00
Waltham Station and Railway Station.	J. Chouinard . . . . .	1 $\frac{1}{4}$	12	12 " . . . . .	25 00
Wemyss and Railway Station.	D. McFarlane . . . . .	6	12	12 " . . . . .	32 00
Wendover and Railway Station.	H. St. Pierre . . . . .	3	6	12 " . . . . .	207 50
Whitney and Railway Station.	J. A. Devenny . . . . .	1 $\frac{1}{2}$	12	12 " . . . . .	100 00
Wilno and Railway Station.	A. F. Shusback . . . .	100 yds.	12	12 " . . . . .	60 00
Wilson's Bay and Sabourin's Crossing.	C. Wilson . . . . .	1	2	12 " . . . . .	65 00
Winchester and Railway Station.	W. Ross . . . . .	24 $\frac{1}{2}$	3 & 3	12 " (less fine) . . . . .	397 00
do do	H. E. Hughes . . . . .	1	12	9 " (to Mar. 31, '04) .	37 50
do do	A. Boreger . . . . .	1	12	3 " from " . . . . .	12 50
do do	P. Kitsman . . . . .	1	12	12 " . . . . .	143 00
Wolford Centre and Railway Station.	W. H. Gardner . . . .	8 $\frac{3}{4}$	6	6 " (to Dec. 31, '03) .	150 00
Wright and Railway Station.	P. St. Jacques . . . .	1 $\frac{1}{2}$	12	4 " and 14 days (from Feb. 16, '04) . . .	56 04
Wylie and Railway Station.	J. Lyons . . . . .	21 $\frac{1}{2}$	3	12 " . . . . .	89 00



APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
<i>Special Service—Snow Blockade.</i>					
Kippewa and New Liskeard...	P. Kelley.....				120 00
Newboro and Westport .....	J. J. Nolan.....				2 00
Prescott and Spenceville.....	J. Hollingsworth.....				5 00
	Total .....				73,987 00
	Less amount withdrawn from Guarantee Fund .....				199 00
					73,788 00

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

## PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the Year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abrams Village and Cape Egmont.	J. D. J. Gallant.	6	3	12 months.	82 48
Aiton Road and Mount Stewart.	A. McEachren.	3	2	12 "	28 00
Albany and Railway Station.	A. Noonan.	1 <sup>1</sup> / <sub>2</sub>	12	12 "	111 68
Albany and Victoria.	J. A. Howatt.	10 <sup>1</sup> / <sub>2</sub>	6	12 "	283 00
Alberton and Kildare.	M. Quigley.	12	3	9 " (to Apr. 1, '04).	67 50
do do.	M. Graves.	12	3	1 " 3 dys. (to May 3, '04).	8 06
do do.	J. T. Profit.	12	1	1 dy. (to May 4, '04).	1 50
do do.	J. T. Millman.	12	3	1 ms. 27 dys. (from May 4, '04).	15 21
Alberton and Railway Station.	J. T. Millman.	1 <sup>1</sup> / <sub>2</sub>	13	12 months.	150 72
Alberton and Mill River East.	J. J. Gallant.	5	3	3 " (from Apr. 1, '04).	12 50
Alma and Railway Station.	J. Mountain.	1 <sup>1</sup> / <sub>2</sub>	6	6 " (to Dec. 31, '03).	20 00
do do.	A. Mountain.	1 <sup>1</sup> / <sub>2</sub>	6	6 " from "	20 00
Appin Road and Hampton.	A. Ashley.	4	2	12 "	37 00
Argyle Shore and Bonshaw.	D. McNevin.	3	3	12 "	30 00
Armada and Monticello.	J. D. McDonald.	2 <sup>1</sup> / <sub>2</sub>	3	3 " (to Sept. 30, '03).	9 55
do do.	J. A. Carter.	2 <sup>1</sup> / <sub>2</sub>	3	9 " from "	24 57
Armada and Railway Station.	A. McCormack.	1 <sup>1</sup> / <sub>2</sub>	3	12 "	20 00
Auburn and Dromore West.	J. B. Corrigan.	1 <sup>1</sup> / <sub>2</sub>	2	12 "	26 00
Auburn and Pownall.	W. J. Carver.	10 <sup>1</sup> / <sub>2</sub>	2 & 4	12 "	107 44
Augustine Cove and Lansdowne Hotel.	J. Clark.	3 & 5 <sup>1</sup> / <sub>2</sub>	3 & 6	12 "	100 00
Baldwin's Road and Perth Station.	J. Moar.	1 <sup>1</sup> / <sub>2</sub>	2	12 "	24 00
Bangor and Morell Station.	D. Robbins.	4 <sup>1</sup> / <sub>2</sub>	3	12 "	79 24
Bayfield and Glencorradale.	J. McEachern.	3 <sup>1</sup> / <sub>2</sub>	2	12 "	29 60
Bay Fortune and Souris East.	A. Fisher.	10 <sup>1</sup> / <sub>2</sub>	3	2 " (to Aug. 31, '03).	16 41
Bay Fortune and Souris East.	C. Coffin.	10 <sup>1</sup> / <sub>2</sub>	3	10 " from "	91 66
Beach Point and Montague Bridge.	J. J. McDonald.	24 <sup>1</sup> / <sub>2</sub>	6	12 "	534 52
Bear River and Railway Station.	D. Costello.	1 <sup>1</sup> / <sub>2</sub>	3	12 "	20 28
Bedeque and Sea Cow Head.	D. McInnis.	7 <sup>1</sup> / <sub>2</sub>	2	12 "	60 00
Bedeque and Summerside.	C. McLean.	9 <sup>1</sup> / <sub>2</sub>	6	12 "	199 48
Belfast and Charlottetown.	E. W. Martin.	25	6	3 " (to Sept. 30, '03).	150 00
do do.	W. Brown.	25	6	9 " from "	487 50
Belfast and High Road.	A. G. Smith.	22 <sup>1</sup> / <sub>2</sub>	3	3 " (fr. Sept. 30, '03).	81 75
do do.	F. Martin.	22 <sup>1</sup> / <sub>2</sub>	3	9 " from "	225 00
Belfast and Point River.	M. Martin.	7 <sup>1</sup> / <sub>2</sub>	2	12 "	45 00
Belfast and Roseberry.	do.	5	2	12 "	48 00
Bloomfield and Bloomfield Station.	W. H. Halloran.	2	3	7 " (from Jan. 31, '04).	16 33
do do.	S. B. Peters.	2	3	5 " from "	15 83
Bloomfield Station and Glengarry.	P. Griffin.	5 <sup>1</sup> / <sub>2</sub>	2	12 "	36 00
Bloomfield Station Miminegash.	H. Chapelle.	8	3	12 "	69 50
Bloomfield Station and Ry. Station.	F. Peters.	1 <sup>1</sup> / <sub>2</sub>	12	12 "	45 00
Blooming Point and Tracadie Cross.	F. E. Lacey.	2 <sup>1</sup> / <sub>2</sub>	2	12 "	30 00
Bonnell and New Haven.	E. L. McQuaid.	5 <sup>1</sup> / <sub>2</sub>	2	12 "	48 48
Boughton Island and De Gros Marsh.	D. J. McCormack.	3	2	8 " (from Nov. 1, '03).	43 33
Brackley Beach and Winsloo Station.	T. Diamond.	21	3 & 6	9 " (to March 31, '04).	157 50
do do.	E. Saunders.	21	3 & 6	3 " from "	55 00
Breadalbane and Millvale.	M. Matheson.	7 <sup>1</sup> / <sub>2</sub>	2	12 "	76 12
Breadalbane and New London.	J. Warren.	12	6	12 "	293 49
Breadalbane and Railway Station.	M. Matheson.	7 <sup>1</sup> / <sub>2</sub>	12	12 "	118 53

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bridgetown and Mount Hope....	W. Burhoe.....	6 $\frac{1}{2}$	2	12 months.....	45 00
Bristol and Railway Station....	G. Hume.....	1	12	6 " (from Jan. 1, '04)	34 32
Brookfield and Darlington.....	J. C. McDonald	3	3	12 " .....	45 00
Brooklyn and Glen Martiu.....	A. McLean.....	3	3	3 " (to Sept. 30, '03).	7 37
do do	W. McLean.....	3	3	9 " from " .....	22 11
Burlington and Spring Valley....	J. Sudsbury.....	2	3	12 " .....	45 00
Caledonia and Mount Vernon.....	A. Beaton.....	5	2	12 " .....	40 00
Caledonia and Orwell.....	N. C. Stewart..	10 $\frac{1}{2}$	6	12 " .....	225 00
Cape Traverse Boat House and Railway Terminus.....	W. H. P. Irving.	1 $\frac{1}{2}$	as req.	Winter season.....	91 50
Cape Traverse Boat House and Summerside.....	J. P. Irving.....	15	as req.	Winter season.....	147 00
Cape Wolfe and Lot 4.....	G. McKay.....	6	3	12 months.....	85 00
Cardigan Bridge and Corraville....	P. McMillan....	8	2	12 " .....	82 16
Cardigan Bridge and Head of Cardigan.....	D. Nicholson....	8	2	12 " .....	37 32
Cardigan Bridge and Launching....	J. McAulay.....	26	3	12 " .....	182 00
Cardigan Bridge and Lot 56.....	D. Foley.....	15 $\frac{1}{2}$	6	12 " .....	365 92
Cardigan Bridge and Railway Stn.	J. McNeill.....	12 $\frac{1}{2}$	12	et 12 " .....	99 24
Cavendish and Hunter's River....	J. Crew.....	28	6	7 " (to Jan. 31, '04)..	206 25
do do	M. Beaton.....	28	6	5 " from " .....	181 25
Central Bedeque and Middleton....	P. McPhillips..	2	6	3 " (to Sept. 30, '03).	17 50
do do	J. A. Crawford..	2	6	9 " from " .....	52 50
Charlottetown and Long Creek....	S. T. Currie....	25	3	12 " .....	174 72
Charlottetown and Marshfield....	W. Miller.....	4 $\frac{3}{4}$	6	12 " .....	50 00
Charlottetown and Railway Station.	P. Stewart.....	1 $\frac{1}{2}$	as req.	12 " .....	580 10
Charlottetown and Street Letter Boxes.....	W. H. Long.....	3 $\frac{3}{4}$	18	5 " (to Nov. 30, '03).	63 57
do do	do.....	4	18	7 " from " .....	68 96
Charlottetown and Victoria.....	N. H. McNevin..	21 $\frac{1}{2}$	6	4 " (to Oct. 31, '03)..	216 66
do do	do.....	24	6	8 " from " .....	458 00
Cherry Grove and New Harmony....	J. McDonald....	2	2	12 " .....	25 00
Cherry Valley and Earncliffe.....	F. M. Vessey....	7 $\frac{1}{2}$	2	4 " (to Oct. 31, '03).	20 00
Cherry Valley and Earncliffe.....	do.....	7 $\frac{1}{2}$	6	8 " from " .....	93 33
Clear Springs and New Zealand Railway Station.....	J. Cantwell.....	4	3	3 " (to Sept. 30, '03.)	9 00
do do	D. A. McDonald.	4	3	9 " from " .....	44 25
Clermont and Kensington.....	J. J. Gillis.....	3	3	12 " .....	52 00
Clinton and New London.....	C. McGregor....	2 $\frac{1}{2}$	3	12 " .....	33 48
Clyde Station and Railway Station	N. McLeod.....	1 $\frac{1}{2}$	3	12 " .....	17 00
Coleman and Railway Station.....	M. Howatt.....	1 $\frac{1}{2}$	6	12 " .....	60 12
Coleman and West Point.....	A. McPhee.....	14	2 & 3	12 " .....	139 00
Commercial Road and Peters Road.	J. Johnston....	2 $\frac{1}{2}$	3	12 " .....	42 00
Conway Station and Ry. Station....	P. McKenna.....	1 $\frac{1}{2}$	3	12 " .....	12 48
Crapaud and Gamble's Corners....	T. A. Cobb.....	3	2	12 " .....	20 00
Crapaud and Upper Westmoreland	R. McVittie....	2 $\frac{1}{2}$	3	12 " .....	35 00
Darlington and Railway Station....	D. McPherson..	8 $\frac{1}{2}$	12	12 " .....	75 00
Darlington and Rose Valley.....	do.....	8 $\frac{1}{2}$	3	12 " .....	104 12
Darnley and Kensington.....	R. T. Moase.....	15	6	12 " .....	434 28
De Blois Station and Leoville.....	C. Maillet.....	2 $\frac{1}{2}$	3	12 " .....	45 00
De Blois Station and Ry. Station....	S. Bernard.....	1	3	12 " .....	24 00
Donaldston and Railway Station....	H. Court.....	3	2	12 " .....	29 18
Dromore and Pisquid Ry. Station....	T. O. McCabe....	2	2	10 " (to Apr. 31, '04)..	41 66
do do	M. MacGuirk..	3 $\frac{1}{2}$	2	2 " from " .....	8 33
Duvar Road and Mill River.....	A. Richard.....	2	3	12 " .....	30 00



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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
East Baltic and Red Point .....	D. J. McEachren	4	3	12 months .....	32 00
East Point and Souris East. ....	C. Young .....	15	3	12 " .....	208 75
Ebbsfleet and St. Louis. ....	J. Gaudet .....	4	3	12 " .....	60 00
Ebenezer and Wheatley River. ....	A. McCallum .....	2 $\frac{1}{2}$	3	12 " .....	40 00
Egmont Bay and Wellington Stn. ....	D. McNeill .....	11 $\frac{1}{2}$	3	12 " .....	117 00
Elliott's Mills and Railway Station ..	R. Elliott .....	1 $\frac{1}{2}$	6	12 " .....	30 00
Elliottvale and Peake's Station. ....	P. J. Goodwin ..	3 $\frac{1}{2}$	2	12 " .....	38 00
Ellis River and Mascouche .....	T. McNeil .....	11 $\frac{1}{2}$	3	12 " .....	145 00
Elmira and South Lake. ....	D. D. McDonald	2	3	12 " .....	26 00
Elmsdale and Railway Station. ....	D. Adams .....	1 $\frac{1}{2}$	6	12 " .....	20 00
Elmwood and New Haven. ....	O. Clarkin .....	3	12	12 " .....	40 00
Emerald and Found's Mills. ....	H. P. Found .....	9 $\frac{1}{2}$	3	12 " .....	93 00
Emerald and Railway Station. ....	F. P. Murphy ..	2 $\frac{1}{2}$	12	12 " .....	174 53
Emerald and Shamrock .....	do .....	2 $\frac{1}{2}$	3	12 " .....	48 00
Emerald and West Newton. ....	J. F. Murphy ..	4	3	12 " .....	70 00
Enmore and Mount Pleasant. ....	G. Nisbet .....	2 $\frac{1}{2}$	2	1 " (to July 31, '03)..	2 16
Enmore and Railway Station. ....	do .....	6	3	11 " (from Aug. 1, '03)	74 91
Farmington and Five Houses ....	T. Burge .....	2 $\frac{3}{4}$	3	5 " (from Feb. 1, '04)	25 00
Farmington and Head of St. Peter's Bay .....	do .....	5	2	7 " (to Jan. 31, '04)..	17 26
Fitzgerald Station and Lot 14. ....	P. J. McDonald.	7	3	12 " .....	82 84
Fitzgerald Station and Ry. Station ..	P. Cameron .....	1 $\frac{1}{2}$	6	12 " .....	43 91
Fitzgerald Station and St. Chrysos- tome. ....	L. O. Gallant ..	6	3	12 " .....	79 00
Flat River and Selkirk Road. ....	O. McCluskey ..	6 $\frac{1}{2}$	2	12 " .....	65 00
Forest Hill and Head of St. Peter's Bay .....	R. J. McNeill ..	6	3	12 " .....	75 00
Fredrickton and Railway Station. ....	J. W. McLennan	1 $\frac{1}{2}$	6	12 " .....	37 00
Freetown and Lower Freetown. ....	S. Burns .....	2 $\frac{1}{2}$	3	12 " .....	41 50
Freetown and Railway Station .....	R. B. Auld .....	$\frac{1}{2}$	12	12 " .....	90 00
Georgetown and Railway Station. ....	R. R. Jenkins ..	$\frac{1}{2}$	as req.	12 " .....	196 65
Georgetown and Steamer <i>Minto</i> . ....	do .....		as req.	Part of seasons 1903-04..	29 20
Glen William and Murray River. ....	A. J. McLeod ..	4	3	1 month (to July 31, '03)	2 84
do .....	L. H. McKenzie	4	3	11 " from " .....	37 33
Goose River and Head of St. Peter's Bay .....	M. McKinnon ..	4 $\frac{1}{2}$	2	12 " .....	72 50
Gowan Brae and Souris East .....	P. Manning .....	3	3	12 " .....	43 68
Grand Tracadie and Bedford Ry. Station. ....	D. A. McDonald	5	3 & 6	6 " (from Jan. 1, '04)	48 74
Grand View and Valleyfield. ....	M. C. Gillis .....	2	3	12 " .....	30 28
Greenvale and Little Harbor. ....	G. Mooney .....	2	3	12 " .....	24 88
Greenwich and Head of St. Peter's Bay .....	A. B. Hyndman	6	2	12 " .....	54 52
Hampshire and New Wiltshire ....	J. Stewart .....	3	3	12 " .....	37 48
Head of Hillsborough and Mount Stewart .....	J. S. Douglas ..	4 $\frac{1}{2}$	2	12 " .....	45 00
Head of St. Peter's Bay and Ry. Station. ....	A. McAulay .....	$\frac{1}{4}$	12	12 " .....	120 00
Heatherdale and Whim Road Cross ..	A. McDonald ..	1 $\frac{1}{2}$	3	12 " .....	50 00
Hopefield and Murray River. ....	J. P. Horton .....	4	2	12 " .....	30 28
Hunter's River and North Rustico. ....	E. J. Carew .....	27	6	6 " (to Dec. 31, '03)..	144 50
do .....	J. A. Cummings	27	6	6 " from " .....	170 50
Hunter's River and Railway Station ..	J. H. Vaniders- tine .....	1 $\frac{1}{2}$	12	12 " .....	158 92

4-5 EDWARD VII., A. 1905

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					8 cts.
Inverness and Railway Station . . . . .	M. P. Kilbride..	2½	2	6 mos. and 15 days (to Jan. 15, '04) ..	22 11
do do . . . . .	do . . . . .	2½	3	5 " 16 d. (from Jan. 15, '04) ..	19 89
Iona and Orwell . . . . .	J. McCabe.....	5½	3	9 " (from Oct. 1, '03)	72 00
Johnston's River and Southport . . . . .	T. McAdam . . . .	12¼	3	12 " . . . . .	105 00
Kelly's Cross and New Wiltshire..	F. Bradley.....	11	6	12 " . . . . .	125 00
Kelvin Grove and Summerside. . . . .	R. W. Dickieson	6	3	6 " (from Jan. 1, '04)	48 16
Kensington and Railway Station..	G. Glover.....	½	12	12 " . . . . .	180 42
Kensington and Sea View . . . . .	G. Tuplin.....	17	6	12 " . . . . .	380 00
Kildave Capes and Tignish.....	S. DesRoches..	5	2	12 " . . . . .	36 23
Kingston and North River . . . . .	R. H. Simmons..	4	3	12 " . . . . .	60 00
Kinkora and Maple Plains . . . . .	J. L. McDonald..	3½	2	12 " . . . . .	40 00
Kinkora and Railway Station.....	P. K. Trainor....	4	12&e.t	12 " . . . . .	55 46
Kinross and Lyndale . . . . .	M. Gillis.....	3	2	12 " . . . . .	39 00
Lansdowne Hotel and Ry. Station..	H. Howatt.....	1½	12	12 " . . . . .	75 36
Lansdowne Hotel and Searletown..	W. Muttart.....	6	6	12 " . . . . .	125 00
Linkletter and Summerside. . . . .	T. W. Murray . . .	3	3	12 " . . . . .	50 00
Little Tignish and Tignish . . . . .	S. Chiasson.....	3½	2	12 " . . . . .	15 00
Little York and Pleasant Grove..	P. Cooke.....	18	3&6e.t	12 " . . . . .	225 95
do do . . . . .	do . . . . .	19	3 & 6	Special trips. . . . .	18 75
Little York and Railway Station..	M. Lawson.....	1½	12	12 months. . . . .	64 00
Locke Road and Mill River . . . . .	M. Howard.....	4½	2	12 " . . . . .	52 00
Lot 4 and Railway Station.....	G. McKay.....	4	6	12 " . . . . .	76 36
Lot 10 and Railway Station.....	H. Ritchie.....	1½	2	12 " . . . . .	32 00
Lot 11 and Railway Station.....	T. Bulger.....	5¼	3	6 " (to Dec. 31, '03).	47 00
Lot 11 and Railway Station.....	P. Kilbride.....	5¼	3	6 " from " . . . . .	42 90
Lot 12 and Railway Station.....	W. Hayes, sr. . . .	2	12	12 " . . . . .	168 00
Lot 35 and Railway Station.....	E. M. Binns . . . .	1½	2	12 " . . . . .	40 00
Lot 40 and Railway Station.....	G. Hume.....	1	12	6 " (to Dec. 31, '03).	34 32
Lot 56 and Sailor's Hope . . . . .	J. Swallow.....	7	3	12 " . . . . .	70 00
McNeill's Mills and Railway Station	J. McNeill . . . . .	1½	6	12 " . . . . .	5 00
Mansfield and Selkirk Ry. Station.	J. McIsaac.....	6½	2	12 " . . . . .	59 68
Maple Leaf and Railway Station..	J. Sanderson....	5	3	6 " (from Jan. 1, '04)	25 00
Marie Bridge and Marie Railway Station.....	A. Cobb.....	1¼	3	12 " . . . . .	28 00
Marie Bridge and Milburn . . . . .	do . . . . .	4½	3	6 " (to Dec. 31, '03)..	31 24
do do . . . . .	do . . . . .	4	3	6 " from " . . . . .	20 00
Marsh Road and Morel Station.....	P. J. Hughes.....	2½	2	9 " (to Mar. 31, '04).	15 00
Midgell and Midgell Ry. Station..	W. Robbins.....	1¼	3	6 " (to Dec. 31, '03)..	8 86
Mill Cove and Railway Station.....	R. J. McIntyre..	3	2	6 " . . . . .	15 60
Mill River and Railway Station.....	N. Doiron.....	½	12	12 " . . . . .	40 00
Mill River and Roxbury. . . . .	J. E. Gallant....	9¾	3	12 " . . . . .	90 00
Mill View and Summerville.....	J. H. McInnis..	7	6	12 " . . . . .	120 00
Milton Station and North Milton..	W. McNeill.....	2	3	13 " . . . . .	39 00
Milton Station and Railway Station	do . . . . .	6	6	12 " . . . . .	40 56
Miscouche and Railway Station.....	A. F. Gillis.....	1½	12	12 " . . . . .	38 00
Montague Bridge and Murray Harbour North..	J. Rose.....	21	6	12 " . . . . .	463 00
Montague Bridge and Ry. Station..	J. J. McDonald..	4½	6	12 " and extra trips..	172 00
Montague Bridge and Valleyfield East.	A. Nicholson....	2½	3	12 " . . . . .	29 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Montague Bridge and Victoria Cross	J. Mahar.....	3	3	9 mos. (to Mar. 31, '04).	22 11
do do	A. Mahar....	3	3	3 " from "	10 87
Montague Cross and Orwell..	J. McCabe.....	5½	3	3 " (to Sept. 30, '03).	12 00
Morell East and Morell Station...	P. J. Hughes....	2	2½	3 " (from Apl. 1, '04)	5 00
Morell Station and Railway Station	W. Duff.....	1½	12	12 " "	15 00
Morell Station and Sinnott's Road..	M. Cullen.....	7	3	12 " "	66 72
Mount Carmel and Wellington Station....	R. McNeill....	3 & 7	3 & 6	12 " "	140 84
Mount Herbert and Southport....	L. Wood.....	6½	2	12 " "	54 00
Mount Pleasant and Ry. Station...	G. Nisbet.....	3½	2	1 " (to July 31, '03).	2 37
Mount Stewart and Point de Roche	P. McCormack..	4½	2	12 " "	35 00
Mount Stewart and Railway Station	H. Smallwood..	4	12	12 " "	80 95
Mount Stewart and Savage Harbor	J. McIntyre...	7	2	12 " "	36 40
Muddy Creek and St. Nicholas Railway Station....	J. I. Beairsto..	1½	3	6 " 11 days (to Jan 11, '04)..	23 87
do do	do ..	1½	6	5 " 20 d. from "	33 05
Murray Harbor South and White Sands .....	J. Hill ..	3	3	12 " "	50 00
New Acadia and Railway Station..	J. J. Gallant...	1½	3	12 " "	22 48
New Annapolis and Railway Station..	W. B. Bowness..	1½	6	12 " "	75 00
New Argyle and New Haven....	J. Corrigan....	4	3	12 " "	59 36
New Perth and Poole's Road .....	N. Reilly.....	1½	6	12 " "	59 00
New Wiltshire and Railway Station	E. Easter.....	3½	12	12 " "	95 98
New Wiltshire and Tyrone .....	P. D. Hagan....	3	3	12 " "	35 00
New Zealand and Railway Station..	J. Cantwell....	1½	3	12 " "	38 00
Northam and Railway Station....	J. E. Yeo.....	1½	6	12 " "	40 00
Northam and Victoria West.....	N. McLennan...	5	3	12 " "	78 00
North Lake and Souris East.....	R. Kickham....	24½	3	12 " "	245 00
North St. Eleanor's and Summerside	M. Rogers.....	4½	6	6 " (to Dec. 31, '03)..	42 50
do do	T. Andrew.....	4½	6	6 " from "	60 00
O'Leary Station and Ry. Station...	R. Ellis.....	1½	6	12 " "	62 80
O'Leary Station and West Cape....	J. Jelley.....	9	3	12 " "	127 94
Orwell and Orwell Cave.....	N. McGillis....	2	6	12 " "	79 00
Palmer Road and St. Louis.....	W. Kinch ..	7½	3	12 " "	66 74
Peake's Station and Railway Station	P. J. Goodwin..	1½	12	12 " "	40 00
Peake's Station and Ruskin.....	J. Collins.....	9	2	12 " "	84 00
Peake's Station and St. Patrick's Road .....	D. McBride....	3½	2	12 " "	24 00
Pisquid and Railway Station .....	J. A. McDonald	1½	2	12 " "	36 00
Pisquid and Webster's Corners....	M. Lavery.....	6	6	12 " "	68 00
do do	M. Burnett....	6	6	16 trips .....	8 00
Pisquid Road and Vernon River...	E. O'Keefe....	3	2	12 months .....	46 44
Piusville and Piusville Station....	S. Gallant.....	3	2	12 " "	21 00
Piusville Station and Piusville Railway Station....	P. B. Doiron....	1½	6	12 " "	10 00
Poplar Grave and Railway Station.	S. Milligan....	1½	2	12 " "	20 00
Port Hill and Railway Station....	J. H. Yeo.....	4	12	12 " and extra trips..	222 04
Pownall and Village Green.....	L. Calver.....	3½	2	12 " "	28 32
St. Andrews and Railway Station..	J. McDonald....	1	3	12 " "	25 00
St. Louis and Railway Station....	A. J. Perry.....	3	6	12 " "	15 00
St. Louis and Woodville.....	J. Beairsto....	3	2	12 " "	18 48



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &amp;c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
St. Margarets and Bear River Railway Station.....	R. D. McDonald	5	3	12 " months .....	\$ cts. 78 78
St. Mary's Road and St. Mary's Road East.....	J. A. McGee....	2½	2	12 " .....	25 00
St. Teresa and Railway Station.....	A. Bradley.....	3	12	12 " .....	45 00
Scotchfort and Railway Station.....	J. A. McDonald	4	2	12 " .....	15 08
Sea Cow Pond and Tignish.....	T. Nelligan.....	7½	2	12 " .....	50 00
Skinner's Pond and Tignish.....	N. Gallant.....	10½	2	12 " .....	90 00
Souris East and Railway Station.....	C. Lavie.....	12	9	" (to Mar. 31, '04).	90 62
do do.....	J. Hearty.....	12	3	" from " .....	59 28
Souris East and Souris West.....	I. White.....	1	3	12 " .....	28 60
Suffolk Station and Railway Station.....	A. Ferguson.....	1½	2	12 " .....	30 00
Summerside and Railway Station.....	J. Brehaut.....	1½	as req.	12 " .....	318 32
Summerside and Steamer <i>Stanley</i> .....	A. Waugh.....	1½	as req.	19 trips .....	4 75
Summerside and Street Letter Boxes.....	J. Brehaut.....	1½	18	12 months .....	75 00
Summerside and Wilmot Valley.....	R. W. Dickieson	6	2	6 " (to Dec. 31, '03).	34 00
Tarantum and Webster's Corners.....	T. Cumiskey.....	2½	2	12 " .....	30 00
Ten Mile House and Railway Stn.....	D. Mullen.....	1½	2	12 " .....	54 60
Thorndyke and Railway Station.....	S. R. Prowse.....	3	12	12 " .....	16 48
Tignish and Railway Station.....	J. H. Gaudet.....	12	12	12 " and extra trips..	87 96
Tracadie Cross and Railway Station.....	J. A. McDonald	3	3	12 " .....	30 00
Traveller's Rest and Railway Station.....	T. Townsend.....	1	3	12 " .....	39 00
Union Road and Union Railway Station.....	C. Mallett.....	1	3	12 " .....	45 00
Wellington and Wellington Station.....	P. Ayers.....	1½	2	12 " .....	20 00
Wellington Station and Ry. Station.....	F. T. Arsenault.....	1½	12	12 " and extra trips..	47 98
West Devon and Railway Station.....	W. R. McNeill.....	1½	6	12 " .....	16 00
Western Road and Railway Station.....	H. J. Reid.....	1½	2	12 " .....	30 00
West St. Peters and Ry. Station.....	J. McDonald.....	2½	2	12 " .....	40 00
Winsloe Station and Ry. Station.....	J. Burrows.....	1½	12	9 " (to Mar. 31, '04).	45 00
do do.....	R. Good.....	1½	12	3 " from " .....	20 00
Wood Islands and Wood Islands North.....	J. McMillan.....	2½	3	12 " .....	39 00
Cape Traverse and Emerald.....	A. Noonan.....			Special service: snow blockade .....	56 00
Cape Traverse and Summerside.....	W. H. Irving.....			" " .....	15 00
do do.....	J. P. Irving.....			" " .....	25 00
Charlottetown and Mail Steamers.....	P. Stewart.....			Special winter service.....	15 50
Charlottetown and Steamer <i>Minto</i> .....	Large Bros.....			Special service: ice blockade .....	2 00
Stanley and Ice Boats.....	H. Allen.....			Special winter service.....	51 00
Transfer of Mails Charlottetown and Steamer <i>Minto</i> .....	M. Henry.....			Special service.....	2 00
Special service as telegraph operator at Cape Tormentine.....	J. B. Allen.....				60 00
Special service as telegraph operator at Cape Traverse.....	S. W. Munsey.....				60 00
Total.....					\$20,137 26
Less amount withdrawn from Guarantee Fund.....					43 00
					\$20,094 26

W. J. JOHNSTONE,  
Accountant.R. M. COULTER,  
Deputy Postmaster General.

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## APPENDIX B—Continued.

## QUEBEC POSTAL DIVISION,

DETAIL of all payments for Mail Transportation in Quebec Postal Division made within the year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	N <sup>o</sup> . of Trips per Week.	Period.	Amount.
					\$ cts.
Adstock and Robertson Station....	L. Dubreuil....	9	3	12 months.....	174 00
Agnes and Audet.....	J. Veilleux....	10	1	5 " (to Nov. 30, '03)...	18 75
Agnes and Railway Station (C.P.)..	J. J. Wilson....	$\frac{1}{4}$	18	12 " .....	56 52
Agnes and Railway Station (Q.C.)..	J. O. Bérubé....	1	12	12 " .....	113 04
Agnes and Woburn.....	L. Lavigne....	18	3	12 " .....	126 00
Albanel and Normandin.....	Z. Lavoie....	7	2	7 " (to Jan. 31, '04)...	32 08
Allard Settlement and Nouvelle....	J. Keys, jr. ....	3	1	9 " 10 days (to April 10, '03).....	16 42
do do do.....	do.....	2	6	2 " 20 dys. from " .....	12 48
Allens Mills and Railway Station..	D. Vir.....	100 yds.	6	12 " .....	31 40
Alnaville and Shawenegan Falls....	J. Veilleux....	1	6	12 " .....	50 00
Amqui and Railway Station.....	L. A. Pouliot....	100 yds.	12	12 " .....	60 00
Amqui and St. Leon le Grand.....	A. Michaud....	7	2	12 " .....	50 00
Ancienne Lorette, Quebec and Les Grands Déserts.....	J. Cloutier....	10 & $\frac{3}{4}$	6 & 3	12 " .....	250 00
Armagh and Marceauville.....	P. Langlois....	3	3	12 " .....	35 00
Armagh and St. Philomen.....	S. Couture....	9	6	12 " .....	139 00
Armagh and St. Raphael East.....	L. Boulanger....	12	6	12 " .....	146 00
Armand and Railway Station.....	P. Morin....	$\frac{3}{4}$	12	12 " .....	140 00
Armstrong and St. Theophile.....	J. Richard....	$\frac{2}{4}$	3	12 " .....	52 00
Arthabaskaville and North Ham....	R. Bergeron....	21	6	3 " (to Sept. 30, '03)...	112 25
do do do.....	Z. Bergeron....	22	6	9 " from " .....	448 50
Arthabaskaville and Ry. Station....	P. I. Giroux....	$\frac{2}{4}$	12	12 " .....	88 00
Arthabaskaville and Victoriaville..	do.....	$\frac{2}{2}$	6	12 " .....	78 00
Assametsquaghan and Mail Catching Post.....	S. Poirier....	250 yds.	6	12 " .....	30 00
Aston Junction and Railway Station	T. Vigneault....	15 yds.	12	12 " .....	10 00
Aubert Gallion and St. George Beauce.....	M. G. Pozer....	$\frac{3}{4}$	6	12 " .....	40 00
Audet and Ferry.....	J. Veilleux....	$3\frac{1}{4}$	6	4 " (from Dec. 1, '03, to Apr. 1, '04)...	28 33
do do do.....	J. Côté.....	$3\frac{3}{4}$	2	3 " (from Apr. 1, '04)...	21 25
Auvergne and Portneuf Station....	L. Gignac....	$11\frac{1}{2}$	6	12 " .....	224 00
Avignon and L'Immaculée Conception.....	T. C. Gallant....	6	2	12 " .....	50 00
Avignon and Matapedia.....	J. Poirier....	7	6	12 " .....	165 00
Avignon and St. François d'Assise..	I. A. Gallant....	8	1 & 2	12 " .....	39 60
Bagotville and Grande Baie.....	C. Levesque....	3	as req.	Part of season 1903-04...	45 60
Bagotville and Wharf.....	do.....	$\frac{1}{8}$	as req.	" " .....	22 80
Baie de la Trinité and Cariboo Island.....	J. Jourdain....	$7\frac{1}{2}$	as req.	" " .....	33 98
Baie de la Trinité and Pointe des Monts.....	J. A. Fafard....	$8\frac{1}{2}$	2	" " .....	84 00
Bailargeon and Craigs Road Station	B. Huot....	3	3	12 months.....	60 00
Baker Brook and Railway Station..	A. McLean....	6	12	12 " .....	324 37
Barrachois de Malbay, Belle Anse, Point St. Peter, Grand Pabos, Ste Adelaide de Pabos, Newport, Newport Point, Port Daniel East and Port Daniel Centre.....	North American Transportation Co.....	4, 3, $\frac{3}{2}$	4	Part of seasons 1903-04...	280 80



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Québec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Barrachois de Malbay and Bridgeville .....	F. H. Hodgins..	3	2	12 months.....	50 00
Batiscan and Railway Station..	J. P. Laguerre..	1 $\frac{1}{4}$	18	12 " .....	90 00
Batiscan and St. Pierre les Becquets	F. Maguy .....	3	12	12 " .....	210 00
Batiscan Station and Railway Stn..	W. Le Sauter..	200 yds.	12 & 18	12 " .....	15 00
Beauce Junction and Railway Stn..	V. Bilodeau....	64 yds.	24	12 " .....	60 00
Beauce Junction and St. Anges ..	E. Fontaine....	8	6	12 " .....	250 00
Beaudet and Railway Station.....	J. Bouchard....	128 yds.	6	12 " .....	31 40
Beaudoin and St. Ferdinand.....	I. Fortier.....	5	2	12 " .....	59 00
Beaulieu and Ste. Famille.....	P. Pichette....	13	3	12 " .....	180 00
Beaumont and Levis .....	P. Carrier.....	10	6	12 " .....	240 00
Beauport and Beauport East .....	J. Latouche....	1 $\frac{1}{4}$	6	12 " .....	50 00
Beaupré and St. Féréol.....	M. Bilodeau....	7	6	12 " .....	125 00
Beaurivage and Parkhurst.....	N. Brennan....	3	6	12 " .....	90 00
Beauséjour and Rimouski.....	Z. Sirois.....	4	6	11 " (from Aug. 1, '03)	137 50
Bécancour and Ste. Gertrude.....	O. Roy.....	10 $\frac{1}{2}$	6	12 " .....	210 00
Bécancour and St. Grégoire.....	S. Charron.....	9	6	12 " .....	160 00
Bennett and St. Ferdinand.....	R. Bennett.....	5 $\frac{1}{2}$	6	12 " .....	196 88
Bergerville and Québec.....	J. Drolet.....	3	6	12 " .....	90 00
Bergerville and Sillery.....	G. Remillard....	4	12	12 " .....	42 00
Bernadette and St. Nicolas.....	M. Carrier.....	3 $\frac{1}{2}$	3	12 " .....	40 00
Bersimis and Hamilton Cove.....	D. Emond.....	37	2	12 " .....	900 00
Bersimis and Manicougan.....	R. H. Scougall..	30	2	14 days (to July 14, '03)..	6 07
do do .....	O. Malouin....	30	1	11 months 17 days (from July 14, '03).....	287 50
Bersimis and Pointe des Monts ..	D. Miller.....	99	9	trips .....	1,000 00
Berthier (en bas) and Railway Stn..	J. Blais.....	2 $\frac{1}{2}$	18	12 months.....	105 00
Bic and Railway Station.....	A. Dassylva....	10 yds.	as req.	9 " (to Mar. 31, '04).	27 00
do do .....	J. Gagnon.....	200 yds.	as req.	3 " from " .....	25 00
Bic and St. Valerin de Rimouski..	C. Simon.....	3 $\frac{1}{2}$	3	12 " .....	49 00
Bishops Crossing and Dudswell Centre .....	C. H. Evans....	2	6	12 " .....	80 00
Bishops Crossing and Railway Stn..	J. R. McFadden..	125 yds.	12	12 " .....	50 00
Black Cape and Querry.....	V. Le Blanc....	4 $\frac{1}{2}$	3	12 " .....	56 00
Black Lake and Railway Station ..	A. E. Hudon....	100 yds.	12	12 " .....	60 00
Black Lake and Richardville.....	E. Guerard....	7	6	12 " .....	156 00
Black Lake and St. Ferdinand.....	F. Bilodeau....	15	6	12 " .....	294 00
Blanchet and St. Lambert de Levis	J. Paquet.....	3	12	12 " .....	45 00
Blandford and Goupil.....	E. Goupil.....	4 $\frac{1}{2}$	1	12 " .....	25 00
Blandford and Stanfold.....	P. L'Heureux....	9	4	12 " .....	108 00
Blouin and d'Artagnan .....	N. Kirouac....	3	3	8 " (from Nov. 1, '03)	40 00
Boissonneault and Ste. Agathe de Lotbinière ..	O. Boissonneault	4	3	12 " .....	65 00
Boivin and St. Elzéar de Beauce...	N. Jacques.....	3	2	12 " .....	40 00
Bolduc and St. Evariste Station ..	A. Brousseau...	15	6	12 " .....	197 00
Bolduc and St. Gédéon de Marlow.	H. Poulin.....	8	3	12 " .....	89 00
Bonaventure Island and Percé.....	G. Aubert.....	3	3	12 " .....	125 00
Bonaventure River and Thivierge..	L. Forest.....	3 $\frac{1}{2}$	3	12 " .....	74 00
Bourg Louis and Railway Station..	P. Russell.....	3	6	12 " .....	75 00
Broughton Station and Railway Stn	A. Fortier.....	150 yds.	12	12 " .....	50 00
Broughton Stn. and West Broughton ..	E. Bolduc.....	6 $\frac{1}{4}$	6	12 " .....	112 00
Buckland and St. Damien de Buckland .....	J. Godbout.....	8	6	12 " .....	145 00
Bulstrode Station and Railway Stn.	J. N. Blanchet..	200 yds.	12	12 " .....	40 00
Cabano and Railway Station .....	E. Pelletier....	1 $\frac{1}{4}$	12	3 " (to Sept. 30, '03).	25 00
do do .....	J. Latulippe....	1 $\frac{1}{4}$	12	9 " from " .....	75 00
Cacouna and Cacouna South.....	A. Levesque....	2	6	Part of seasons 1903-1904	43 00
Cacouna and Railway Station.....	J. Rioux.....	2 $\frac{1}{2}$	19	12 months.....	175 03



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Campbell Corner and Inverness....	J. Campbell....	2	6	12 months.....	50 00
Campbellton and Cross Point.....	J. L. McDonald	1	6	Part of seasons 1903-1904..	22 60
do do	F. W. Fraser....	1	6	" "	27 25
Cap à l'Aigle, Murray Bay and Mount Murray.....	A. Tremblay....	3 & 2	as req.	" "	112 52
Caplin River and St. Alphonse de Caplin.....	E. Kerr.....	8	2	6 mos. (to Dec. 31, '03)..	35 00
do do	do	8	6	" from "	105 00
Cap Madeleine and Three Rivers...	T. Vaillancourt..	5	6	12 "	140 00
Cap Rouge and Quebec.....	J. Drolet.....	9	6	12 "	175 00
Cap St. Ignace and Railway Stn....	T. Guimont.....	18	12	" "	90 00
Cap St. Ignace and St. Apolline de Paton.....	C. Drapeau....	24	1	12 "	91 48
Cap Santé and Les Ecureuils.....	O. Gauvreau....	4½	6	12 "	150 00
Cap Santé and Portneuf.....	S. Brière.....	5	6	12 "	248 00
Caron Brook and Railway Station..	R. Long.....	3	6	12 "	133 00
Casault and Railway Station.....	J. Ouellet.....	2	3	12 "	40 00
Castlebar and Danville.....	R. Jarvis.....	6	6	12 "	200 00
Causapsal and Railway Station....	J. Bouchard....	1½	12	12 "	85 00
Cedar Hall and Lac Metapedia.....	P. Thériault....	5	2	3 (to Sept. 30, '03).	7 50
do do	L. Paquet.....	5	2	3 (to Dec. 31, '03)..	12 50
Cedar Hall and Railway Station....	C. Rousseau....	½	12	6 (from Jan. 1, '04)	30 00
Cedar Hall and Wallace Mill.....	L. Paquet.....	5	2	6 "	25 00
Chanibord and Railway Station....	D. Laforest....	1	12	12 "	109 08
Champigny and Railway Station....	I. N. Drolet....	1	6	12 "	36 00
Champion Siding and Railway Stn..	C. B. Champion.	600 yds.	6	12 "	10 00
Champlain and Railway Station....	H. Lamothe....	1½	12	12 "	88 48
Charlesbourg and Railway Station..	J. Bourret.....	1	18	12 "	75 00
Charlesbourg Ouest and Railway Station.....	F. Jobin.....	250 feet.	18	12 "	50 00
Chaudière Basin and St. Romuald d'Etchemin.....	A. Samson.....	3	6	12 "	75 00
Chaudière Curve and Railway Stn..	J. E. Routhier..	50 yds.	12	12 "	40 00
Chaudière Mills and Railway Stn..	G. Breaky.....	3½	6	12 "	100 48
Chaudière Station and Railway Stn.	C. F. Coleman..	300 yds.	12	12 "	60 00
Chaumont and St. Agapit.....	J. J. Dumont..	3	3	12 "	35 00
Chemin Taché, St. Francois Xavier Viger and Viger.....	A. Desbiens....	6 & 12	4 & 2	12 "	285 00
Chicoutimi and Grande Baie.....	U. Gobeil.....	13	6	12 "	438 20
Chicoutimi and Latérière.....	H. Maltais.....	10	6	12 "	199 00
Chicoutimi and Street Letter Box..	P. Girard.....	½	6	12 "	47 10
Chicoutimi and Wharf.....	T. Desbiens....	½	as req.	Part of seasons 1903-1904	56 50
Chicoutimi and Railway Station....	do	½	12	12 months	188 40
Chicoutimi and River du Moulin....	T. Villeneuve..	1½	as req.	12 "	20 80
Chicoutimi and Tremblay.....	F. Simard.....	2	6	4 " (to Oct. 31, '03).	28 33
do do	do	2	12 & 13	8 " from "	121 40
Chlorydormes and Fox River.....	J. B. Pelletier..	26	2	12 "	400 00
Chlorydormes and Petite Madeleine	A. Gagnon.....	25	2	12 "	440 00
Chute Peribonca and Railway Stn..	L. Neron.....	7	50	4 " (from Mar. 1, '04)	16 66
Clair and Railway Station.....	D. Bernier.....	610 feet.	12	3 " (to Sept. 30, '03)	17 94
do do	J. Long.....	610 feet.	12	9 " from "	43 50
Clairvaux de Charlevoix and St. Paul's Bay.....	J. Guay.....	7½	3	12 "	68 00
Clapham and Hill Crest.....	R. Kerr.....	3½	2	12 "	35 00
Clapham and Inverness.....	A. J. Porter....	13½	3	12 "	156 00
Clapham and Jamieson.....	R. Forbes.....	2	3	12 "	46 00
Coleraine Station and Railway Stn.	J. Roberge....	67 yds.	12	12 "	40 00
Coleraine Station and Wolfstown....	A. Bilodeau....	9	6	12 "	250 00
Connor and Railway Station.....	J. Couture.....	1½	12	3 " (to Sept. 30, '03).	8 25
do do	H. Dionne.....	½	12	9 " from "	23 25

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					\$ cts.
Cocococache and La Tuque.....	J. Mercier.....	48	1	6 mos. (to Dec. 31, '03)..	45 00
do do.....	W. Colville.....	48	1	6 " from " ..	45 00
Copperfield and West Broughton ..	P. Landry.....	2½	3	12 " ..	49 00
Corris and Railway Station.....	J. U. Messier.....	100 feet.	12	12 " ..	25 00
Cole's Mills and St. Fortunat.....	L. Goudreau.....	2½	3	22 " ..	49 00
Craig's Road Station and Railway Station.....	N. Fournier.....	10 yds.	12	12 " ..	24 00
Crockett and Railway Station.....	P. Bérubé.....	50 yds.	6	10 " (from Sept. 1, '03)	0 83
Cross Point and Restigouche.....	W. Murray.....	2	6	12 " ..	90 00
Culdaff and St. Joseph de Beauce..	L. Dorval.....	14	6	12 " (less fine).....	271 33
Cumberland Mills and River Gilbert	T. J. Taylor.....	8	1	12 " ..	55 00
Danville and Railway Station.....	E. J. Connolly..	½	6	6 " (to Dec. 30, '03)..	15 74
do do.....	do ..	¾	24	6 " from " ..	27 50
Danville and St. Camille.....	do ..	17	6	12 " ..	380 00
D'Artagnan and St. Henri de Lévis.....	V. Bolduc.....	1	60	12 " ..	60 00
D'Auteuil and Warwick.....	P. L. Bélanger..	7	3	9 " (to Mar. 31, '04).	70 00
do do.....	do ..	7	6	3 " from " ..	35 00
Davelnville and Railway Station..	A. Daveluy.....	½	12	12 " ..	101 09
Delagrave and St. Pierre Railway Station ..	L. Laverdière..	¼	12	12 " ..	30 00
Delisle and St. Joseph d'Alma.....	J. Côté.....	12½	3	7 " (to Jan. 31, '04)..	74 06
do do.....	do ..	12½	6	5 " from " ..	105 81
Delisle and Taillon.....	F. Larouche.....	12	1	5 " (to Nov. 30, '03).	18 75
do do.....	do ..	12	2	7 " from " ..	52 50
Demeules and St. Felicien.....	A. Naud.....	2	3	12 " ..	30 00
Denison's Mills and Richmond ..	T. Hodge.....	8	3	12 " ..	155 00
Dequen and Railway Station.....	A. Bilodeau.....	1	12	12 " ..	99 00
Deschambault and Railway Station	A. Perreault.....	2½	18	12 " ..	50 00
D'Israëli and Railway Station.....	J. D. Adam.....	120 yds.	12	12 " ..	48 00
D'Israëli and St. Fortunat.....	L. Lemay.....	13	6	12 " ..	280 00
Douglstown and Douglas West....	I. Rooney.....	2½	2	12 " ..	28 00
East Broughton and Railway Stn..	J. Vallée.....	1½	12	12 " ..	90 00
East Magdala and St. Anastasie...	A. Moisan.....	4	1	12 " ..	35 00
Edmundston and Railway Station..	F. Hébert.....	¾	12	12 " ..	69 75
Elgin Road and Railway Station...	S. Duval.....	1	3	12 " ..	35 00
Escuminac and Fleurant.....	D. Campbell.....	8	1	12 " ..	36 00
Esquimaux Point and Moisie.....	J. Cormier.....	121	4 trips in wint'r	Season 1903-04..	650 00
Esquimaux Point and Natashquan.	G. Turbis.....	100	6 " "	" ..	160 00
Father Point and Railway Station.	L. J. Caron.....	2	12	12 months ..	175 00
Fauvel and Railway Station.....	G. Marsh.....	1	6	12 " ..	50 00
Fir Grove and St. Odilon.....	A. Ferland.....	5	6	8 " (from Nov. 1, '03)	66 66
Forestdale and Railway Station...	J. W. Beaudet..	150 feet.	12	12 " ..	20 00
Fox River and Grande Grève.....	A. Samuel.....	20	3	12 " ..	350 00
Frampton and Mount Robson.....	F. Henice.....	6	2	12 " ..	60 00
Frampton and St. Henedine.....	J. Audet.....	13	6	12 " ..	250 00
Frampton and Springbrook.....	W. Miller.....	4	3	12 " ..	50 00
French Village and Richmond.....	F. X. Decoteau..	15	6	12 " ..	300 00
Frontenac and St. Jean des Chailons ..	J. B. Fortier...	9½	6	12 " ..	165 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Garneau Junction and Railway Stn	J. Tremblay...	200 yds.	12	12 months	10 00
do do	O. Lacoursière...			Special service	4 00
Garthby Station and Garthby West	A. Grenier...	3	2	12 months	48 00
Garthby Station and Railway Stn.	T. Jacques...	200 yds.	12	12 "	60 00
Garthby Station and Vezina Corner	A. Coulombe...	8	1	12 "	50 00
Gaspé and Gaspé Bay South.	J. H. Eden...	4½	3	12 "	75 00
Gaspé and Grande Grève.	C. Fortin...	15	6	12 "	475 00
Gaspé and Percé.	R. Knox...	36	6	12 " (less fines)	1,973 00
Gaspé and Rosebridge.	J. Stanley...	11	1	1 " (to July 31, '03)	4 58
do do	do	11	2	11 " from "	68 75
Gaspé and Sandy Beach Centre.	X. Morin...	2½	1	Part of season 1903-'04	21 00
Gaspé Bay South and Sunny Bank.	G. F. Patterson.	3	2	1 mos. (to July 31, '03)	2 50
do do	do	3	3	11 " from "	41 25
Gingras and St. Antoine Lotbinière	L. Roger...	3	3	10 " (from Sept. 1, '03)	33 33
Grande Baie and La Descente des Femmes.	J. Girard...	18	1	12 "	75 00
Grande Baie and L'Anse St. Jean.	R. Gagnon...	54	2	6 " (to Dec. 31, '03)	115 00
Grande Baie and Wharf.	do	54 & 1½	3w 4s	6 " from "	200 00
do do	do			Special service	14 50
Grande Baie and Otis.	P. Potvin...	15	1	Part of seasons 1903-'04	36 43
Grand Baie and L'Anse St. Jean.	N. Simard			Taking charge of mails en route.	48 00
Grande Baie and St. Urbain de Charlevoix.	H. Pradet	63	3	Part of seasons 1903-'04	334 04
Grandes Piles and Lac la Pêche.	W. H. Parker	10	6	12 months	150 00
Grandes Piles and La Tuque.	P. Chandonnet.	72	1	12 "	600 00
Grandes Piles and Railway Station.	A. Crête.	1	12	12 "	50 00
Grandes Piles and St. Jean des Piles.	U. Nault.	½	6	12 "	100 00
Grandes Piles and St. Joseph de Makinac.	L. Hamel.	20	ftly.	12 "	78 00
Grand Fond and Murray Bay.	W. Dufour	8	1	12 "	26 00
Grand-Mère and Grand-Mère Village.	T. Caya	1	6	9 " (to Mar. 31, '04)	23 60
do do	The Laurentide Pulp Co.	1	6	3 " from "	7 80
Grand-Mère and Lac à la Tortue	do	2½	12	12 "	72 19
Grand-Mère and Ste. Flore.	X. Vincent.	4	6	17 days (from Apr. 1 to Apr. 17, '04)	7 39
do do	do	4	6	2 mos. 15 dys. (from Apr. 17, '04)	33 76
Grand-Mère Village and Railway Station.	T. Caya.	1	6	9 mos. 17 dys. (to Apr. 17, '04)	25 00
Grand Metis, Metis Point and Campbell House.	D. Levesque	6	6	Part of seasons 1903-'04	60 00
Grand Metis and Railway Station.	F. Chamberland	3	12	12 months and extra trips	216 00
Green River and Rivière du Loup	L. Carrier	5½	6	3 " (to Sept. 30, '03)	31 25
do do	L. Desrosier	5½	6	9 " from "	111 75
Grenier and St. Elzéar de Beauce.	A. Grenier	4½	2	12 "	35 00
Gronelines and Portelance.	A. Portelance.	2½	2	12 "	23 25
Gronelines and Railway Station.	L. Perron	3½	18	12 "	295 00
Guay and Levis.	J. Verreault.	½	13	12 "	75 00
Hadlow Cove and Railway Station.	L. Samson	200 yds.	18	12 "	80 00
Hadlow Cove and St. David de Levis	N. Begin	1	12	12 "	80 00
Hamilton Cove and Les Escoumains	P. Bouchard	27½	3	12 "	351 93



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
*&c.—Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Hauteur and St. Gabriel de Rimouski.....	J. B. Dubé.....	6	2	12 months .....	44 00
Hebert and Main Post Road.....	A. Hebert .....	2	3	12 " .....	50 00
Hebertville and Lac à la Croix.....	M. Tremblay.....	4	3	12 " .....	65 00
Hebertville and Railway Station.....	A. Tremblay.....	3 $\frac{1}{2}$	as req.	12 " .....	95 00
Hedleyville and Railway Station.....	H. Talbot .....	250 yds.	24	6 " (to Dec. 31, '03)..	60 00
Henderson Vale and Millfield.....	H. T. Henderson .....	5	2	12 " .....	40 48
Heronville and Railway Station.....	N. Roberge.....	200 yds.	as req.	3 " (to Sept. 30, '03).	7 50
do do .....	V. Roberge.....	200 yds.	as req.	9 " from " .....	45 00
Hocquart and St. Clement.....	A. Ouellet.....	8	3	9 " (to Mar. 31, '04).	94 50
do do .....	do .....	8	6	3 " from " .....	50 00
Honfleur and St. Anselme.....	J. Beaudoin .....	6	3	12 " .....	75 00
Inverness and Kinnears Mills.....	C. Michel .....	12 $\frac{1}{2}$	3	12 " .....	190 00
Inverness and Ste. Julie Station.....	P. Lapointe.....	11	7	12 " .....	200 00
Inverness and Woodside.....	G. Henderson.....	13 $\frac{3}{4}$	3	12 " .....	143 00
Isle aux Coudres and La Baleine.....	M. Perron.....	4	3	12 " .....	45 00
Isle aux Coudres and Pointe des Roches.....	E. Dufour.....	5	3	12 " .....	55 00
Isle aux Coudres and St. Paul's Bay .....	do .....	9	3	12 " .....	192 00
Isle aux Grues and Montmagny.....	J. Lebel.....	6	3	12 " .....	299 00
Isle Verte and Notre Dame de L'Isle Verte .....	G. Marquis.....	6	2	12 " .....	150 00
Isle Verte and Railway Station.....	L. Côté.....	With varying frequency.	12	" .....	134 75
Isle Verte and St. Paul de la Croix.....	C. Mignault.....	10	4	12 " .....	130 00
Ivry and Notre Dame du Lac .....	J. B. Leclerc.....		12	" .....	60 00
Jonquières and Railway Station.....	O. Gagnon.....	$\frac{1}{4}$	12	12 " .....	125 20
Jonquières and St. Cyriac.....	N. Potvin.....	10	1	6 " (to Dec. 31, '03)..	26 00
do do .....	do .....	10	2	6 " from " .....	50 00
Julien and Railway Station.....	F. Julien.....	2 $\frac{1}{2}$	6	10 " (from Sept. 1, '03)	33 33
Kamouraska and Railway Station.....	P. Madore.....	5	24	1 " (to July 31, '03)..	16 25
do do .....	J. Beaulieu.....	5	12	4 " (to Nov. 30, '03).	190 00
do do .....	G. Langlois.....	5	12	7 " from " .....	189 58
Kelly's Mills and Railway Station.....	D. Rousseau.....	20 yds.	12	3 " (to Sept. 30, '03).	3 75
Kempt Station and Railway Stn.....	H. Therriault.....	250 yds.	6	12 " .....	25 00
Kenogami and Railway Station.....	W. Larouche.....	20 yds.	6	12 " .....	10 00
Kingsey Falls and Lorne.....	G. Boutin.....	4	12	12 " .....	150 00
Kingsey Falls and Robson.....	O. Blake.....	9	2	12 " .....	80 00
Kinnear's Mills and Robertson Stn.....	M. Hall.....	11	6	12 " .....	350 00
Kiskissink and Railway Station.....	N. Simoneau.....	$\frac{1}{4}$	as req.	12 " .....	50 00
La Barre and Railway Station.....	T. Lavoie.....	300 yds.	12	12 " .....	10 00
Lac à la Tortue and Proulxville.....	J. R. Lafontaine .....	10	6	12 " .....	133 00
Lac à la Tortue and Railway Stn.....	A. Brunelle.....	$\frac{3}{4}$	12	12 " .....	50 00
Lac au Laurent and L'Ance au Foin .....	A. Larouche.....	9	1	12 " .....	52 00
Lac au Sable and Railway Station.....	J. B. Darveau.....	100 ft.	12	12 " .....	30 00
Lac au Sable an Lac au Sable St'n.....	G. Lavallée.....	$\frac{3}{4}$	12	5 " (from Feb. 1, '04)	20 82
Lac au Saumon and Railway Station.....	L. St. Laurent.....	40 yds.	6	12 " .....	18 00
Lac Bouchette and Railway Station.....	J. Potvin.....	1	12	12 " .....	80 00
Lac Clair and Tremblay.....	J. Boulianne.....	18	1	12 " .....	55 00
Lac des Commissaires and Railway Station.....	D. J. Marsan.....	4 $\frac{1}{2}$	1	12 " .....	35 00
Lachevrotière and Lotbinière.....	A. Arcand.....	5 $\frac{1}{4}$	6	12 " .....	425 00

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APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Lachevrotière and Railway Station.	J. Sauvageau.	$\frac{1}{4}$	6 & 12	17 months	110 82
Lac Matapedia and Railway Station	C. Rousseau.	$\frac{1}{4}$	12	6 " (to Dec. 31, '03).	30 00
Lac St. Joseph and Railway Station	L. Piché	100 yds.	12	12 " "	35 00
La Décharge and Tremblay.	G. Nepton.	21	1	6 " (to Dec. 31, '03).	48 86
do do	do	21	2	6 " from " "	97 72
Lagacé and Matapedia.	P. Lagacé.	4	2	12 " "	50 00
Lagacé and St. André de Restigouche.	L. LeBlanc.	4	2	12 " "	75 00
Lake Aylmer and Lake Weedon.	F. Gauthier.	12	6	12 " "	200 00
Lake Beauport and Quebec.	E. Brown.	13	2	12 " "	150 00
do do	do	13	1	Part of seasons 1903-04..	22 85
Lake Edward and Railway Station.	A. J. Turner.	$\frac{1}{6}$	12	12 months.	94 20
Lake Etchemin and Langevin.	N. Bissonnette.	10	6	12 " "	195 00
Lake Etchemin and Ste. Rose de Watford.	J. Lacasse.	12	3	7 " (to Jan. 31, '04)..	49 49
Lake Etchemin and Standon.	G. Nadeau.	10	6	12 " "	150 00
Lake View House and St. Catharine Railway Station.	C. White.	2 $\frac{1}{2}$	2 p. d.	15 days (from June 15, '04)	5 00
Lake Weedon and Railway Station.	R. Fortin.	60 yds.	12	12 months.	40 00
Lamartine, St. Cyrille de L'Islet and Railway Station.	C. Normand.	21 $\frac{1}{4}$	6	12 " "	282 64
Lambton and Railway Station.	L. Langlois.	7 $\frac{3}{4}$	12	12 " "	200 00
L'Ance à Giles and Railway Station	O. Langelier.	2	6	12 " "	56 00
L'Ance au Foin and Rivière au Moulin.	E. Tremblay.	2	6	12 " "	160 00
L'Anse St. Jean and Petit Saguenay	F. Bouchard.	12	$\frac{1}{2}$	12 " "	100 00
La Petite Rivière St. François and St. Paul's Bay.	I. Tremblay.	15	6	12 " "	219 00
Larochelle and St. Norbert d'Arthabaska.	D. Boulanger.	4	3	12 " "	72 00
Laurierville and Ste. Julie Station.	P. Lapointe.	1 $\frac{1}{2}$	6	8 " 8 days (from Oct. 5, '03, to June 13, '04)..	54 00
Lauzon and Levis.	C. Carrier.	2	12	12 months.	100 00
Lauzon, St. Joseph de Levis and Street Letter Box.	E. Reid.	1 $\frac{1}{4}$	12	12 " "	100 00
Laval and Quebec.	W. Brown.	17	2	12 " "	75 00
Leeds Village and Lemesurier.	J. Hutchison.	5	3	12 " "	101 00
Leeds Village and Lyster Station.	A. McKee.	17	6	12 " "	475 00
Leeds Village and Wilson's Mills.	H. McCutcheon.	2	6	12 " "	100 00
Les Eboulements and Quai des Eboulements.	G. Gagnon.			Part of seasons 1903-04..	108 43
Les Eboulements and Wharf.	E. Tremblay.	5	as req.	" "	110 70
Les Eboulements and St. Hilarion.	O. Tremblay.	8	6	12 months.	155 00
Les Escumains and Tadoussac.	F. Brisson.	27	4	12 " (less fines)	496 00
Lessard and St. Elzéar de Beauce.	F. Blais.	$\frac{1}{2}$	62	12 " "	22 00
Levis, Branch Post Office and Street Letter Box.	X. Guay.	6-1-5	13-19-18	12 " "	299 00
Levis and Railway Station	A. Ouellet.	$\frac{1}{4}$	as req.	12 " "	162 09
do do	G. Chamberland	$\frac{1}{4}$	as req.	12 " "	150 00
Levis and South Quebec.	H. J. Marceau.			Special trip	0 75
Lime Ridge and Marbleton	J. Cloutier.	1	6	12 months.	48 00
Limolin and Railway Station	H. Talbot.	1,250 yds	24	6 " (from Jan. 1, '04)	60 00
Linière and Marlow.	G. Rhéaume.	7	6	12 " "	140 00
Linière and Metgermette.	F. Talon.	13 $\frac{1}{2}$	134	4 " (to Oct. 31, '03)..	44 66
Linière, St. Zacharie and Metgermette.	C. Grondin.	9 $\frac{1}{2}$ , 4	6-3	8 " from " "	198 98
Linière, Railway Station and St. François, N.E.	do			12 " "	500 00
L'Islet and Railway Station.	A. Leclerc.	2 $\frac{1}{4}$	18	12 " "	149 00
L'Islet Station and Railway Station	C. Gagnon.	$\frac{1}{4}$	6	12 " "	31 40



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Little Metis and Railway Station..	D. Tuggy. ....	6	8	Part of seasons 1903-04...	93 00
Lorette and Railway Station.....	J. B. Linteau....	18	12	"	90 75
Lorne and Railway Station.....	C. E. Pope. ....	200 yds.	12	12	68 00
Lotbinière and Paradis .....	A. Bélanger....	2½	6	6 " (from Jan. 1, '04)	27 50
Lotbinière and Rivière Boisclair...	E. Rhéaume....	6	6	12	165 00
Lotbinière and St. Croix.....	L. Laroché....	14	6	12	385 00
Lotbinière and St. Jean de Chaillons	A. Charland....	10	6	12	197 00
Lourdes and Plessisville. ....	A. Lafond.....	89½	6	6 " (to Dec. 31, '03).	81 90
do do	A. Breton.....	9½	6	6 " from "	81 70
Lourdes du Blanc Sablon and Na- tashquan.....	J. Hébert.....	271	4	Seasons 1903-1904.....	400 00
Lourdes du Blanc Sablon and Sablon	J. V. LeGresley.	3	as req.	6 months (fr. Jan. 1, '04)	2 50
Lower Ireland and Thetford Mines.	J. Bullard.....	12½	2	12	99 84
Marbleton, Railway Station and North Ham. ....	J. Freslon.....	14½	12-6	12	274 00
Marcel and St. Godefroi. ....	A. Grenier.....	5½	3	12	75 00
Marlow and U. S. Boundary Line..	J. Farley.....	14½	3	12	175 00
Matane and Railway Station.....	Z. Pelletier....	32	6	12	589 00
Matane and Ste. Anne des Monts..	J. Bonneau....	57	3	12	778 00
Matane and Ste. Félécity.....	B. Premont....	9	3	12	85 00
Matane and St. Luc de Matane....	A. Marquis....	7	3	12	75 00
Matapedia and Railway Station....	E. Dorion.....	200 yds.	12	12 " (less fine).....	116 00
Matapedia and Runnymede.....	J. Lawlor.....	12	1	12	83 20
Mathieu and St. François, N.E....	F. X. Lacombe..	5	2	12	69 48
Mercier and Notre Dame du Rosaire	P. Morin.....	6	6	12 months	158 00
Métabéhouan and Railway Station	J. Gauthier....	200 yds.	12	12	56 52
Métabéhouan and St. Hilaire du Lac St. Jean.....	J. Tremblay....	13½	1	6 " (to Dec. 31, '03).	30 00
do do	do	13½	2	6 " from "	60 00
Methots Mills and Ste. Agathe de Lotbinière.....	A. Payeur.....	8	6	12	178 00
Miguasha and St. Jean l'Evangeliste	A. Labilloy....	5	1	12	44 82
Miqnick and Miqnick Station.....	J. Boselle.....	10 yds.	6	12	15 00
Millstream and Railway Station...	J. F. McDonald.	30 ft.	6	12	30 00
Mistassini and Normandin.....	A. Fortin.....	20	3	5 " (from Feb. 1, '04)	114 58
Mistassini and Peribonca.....	J. Girard.....	20	1	4 " (to Oct. 31, '03).	26 66
do do	do	20	2	8 " from "	106 66
Mistassini and Ticonabé.....	E. Perreault....	18	3	7 " (to Jan. 21, '04).	105 00
Moisie and Pointe des Monts.....	L. Pelletier....	130	9	Part of seasons 1903-04	750 00
Montauban and Railway Station...	P. Fortin.....	1	12	12 months	49 00
Mont Carmel and Railway Stn.....	A. Langelier....	3	6	12	68 00
Montmagny and Railway Station...	A. Gamache....	1	12	12	72 00
do do	W. Gamache....	1	12	12	70 00
Montmagny and Roches de la Chapelle .....	A. Chiquette....	3	3	12	50 00
Moose Park and Railway Station...	W. J. Noble....	500 ft.	12	6 " (to Dec. 31, '03).	10 00
do do	J. A. Laferte...	500 ft.	12	6 " from "	10 00
Morigeau and François de Mont- magny.....	O. Tremblay....	2	12	12	80 00
Moulin Desbiens and Ry. Station...	N. Boivin.....	200 yds.	6	12	31 28
Moulin Tétu and St. Agapit.....	J. Gosselin....	3	6	12	98 00
Mulock and Mail Catching Post...	E. F. Roy.....	60 ft.	6	12	15 00
Murray Bay and Cap à l'Aigle.....	A. Tremblay....			Special trips.....	27 26
Murray Bay and St. Agnes de Char- levoix.....	C. Jean.....	9	6	12 months.....	139 48
Murray Bay and St. Paul's Bay....	E. Bouchard....	30	6	12	856 90
Murray Bay and St. Simeon.....	F. Tremblay....	20	6	12	369 00
Murray Bay and Wharf.....	L. Trudel.....	3	as req.	Part of season, 1903-'04	203 30
do do	do			Special trips.....	33 20



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
New Armagh and St. Sylvester West	N. McKee.....	4	3	12 months.....	65 00
Newbois and Scott Junction.....	P. Delage.....	11½	6	12 ".....	300 00
New Liverpool and St. Romuald d'Etchemin.....	G. Cadorette....	2	6	12 ".....	135 00
Newport Point and Paspebiac.....	G. Almond.....	34	6	12 ".....	1,165 00
Newport Point and Perce.....	C. Johnston.....	34&126 y	6	12 ".....	1,302 56
New Richmond and New Richmond Centre.....	W. McCollm....	3½	2	12 ".....	40 00
Nicolet and Railway Station.....	J. L. Doré.....	8	12	12 ".....	73 00
Nicolet and St. Gregoire.....	A. Hebert.....	8	12	12 ".....	99 00
Normandin and St. Felicien.....	T. Larouche....	21	6	12 ".....	494 00
North Ham and Vezina Corner.....	L. Juneau.....	8	3	12 ".....	74 00
North Wolfstown and Wolfstown.....	D. Larkin.....	3	12	12 ".....	55 00
Notre Dame de Rimouski and Railway Station.....	A. Parent.....	1½	12	12 ".....	75 00
Notre Dame du Lac and Ry. Stn.....	E. Cloutier....	1½	6	12 ".....	172 00
Notre Dame du Lac and St. Eusebe de Cabane.....	J. St. Pierre....	8	2	12 ".....	80 00
Notre Dame du Portage and Railway Station.....	E. Michaud.....	7	6	12 ".....	195 00
Notre Dame du Portage and St. Patrick.....	O. Pelletier.....	3	7	Part of season, 1903-'04	37 20
Old Lake Road and Railway Stn.....	P. Caron.....	¼	6	3 mos. (to Sept. 30, '03).	15 65
do do.....	A. Belanger.....	¼	6	9 mos. from ".....	45 00
Ouiatchan and Railway Station.....	P. Desbiens.....	50 ft.	6	12 ".....	49 70
Panet and St. Magloire.....	J. Bilodeau.....	9	1	12 ".....	45 00
Pearl Lake and Railway Station.....	N. Laberge.....	100 yds.	6	12 ".....	15 00
Pelletier's Mills and Railway Stn.....	J. H. Pelletier..	4	6	12 ".....	100 00
Penticost River and Pointe aux Anglais.....	N. Dugas.....	7	as req.	Part of season 1903-'04.	39 97
Perthus and Railway Station.....	C. J. Godin.....	500 ft.	12	12 months.....	50 50
Petite Madeleine and Ste Anne des Monts.....	M. St. Laurent..	56	2	12 ".....	624 00
Petit Saguenay and St. Stanislaus de Chicoutimi.....	J. de Gagné.....	6	1	12 ".....	52 00
Petit Village and St. Ephrem de Tring.....	J. Pomerleau....	2½	3	12 ".....	34 00
Pinteudre and St. Henri Station.....	J. Carrier.....	2	6	12 ".....	71 00
Plessisville, Letter Box and Railway Station.....	F. Boulé.....	1½	6	6 " (to Dec. 31, '03).	30 00
do do.....	do.....	1½	12	3 " from Dec. 31, '03, to Mar. 31, '04.	25 86
do do.....	J. Tourigny.....	½	12	3 " from ".....	25 00
Plessisville and St. Ferdinand.....	R. Provancher..	15½	6	12 ".....	339 80
Plessisville and St. Pierre Baptiste.	R. Bergeron.....	12½	6	12 ".....	250 00
Pointe à la Garde and Ry. Station.	C. Fair.....	3	6	12 ".....	52 00
Pointe aux Origineaux and Quai St. Denis.....	J. Beaubien.....	4	10	1 " and 25 d. (to Aug. 25, '03).....	9 04
do do.....	L. Beaulieu.....	4	10	5 d. from June 25 to June 30.....	0 96
Pointe aux Origineaux and Rivière Ouelle.....	A. Michaud.....	5	12-6	12 months.....	95 00
Pointe aux Trembles and Pointe aux Trembles Ouest.....	J. Robitaille....	3	3	9 " (to Mar. 31, '04)	30 00
do do.....	A. Morissette..		3	" from ".....	10 00
Pointe aux Trembles and Belair Station.....	H. Beland.....	10½	6	12 ".....	200 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period,	Amount.
					\$ cts.
Pointe Blue and Roberval .....	W. Connolly....	5	3	12 months.....	115 00
Pont Rouge and Railway Station...	E. Godin....	as req.	12	" .....	92 00
Portneuf and Railway Station....	S. Brière .....	1	6-12	12 " .....	111 00
Precieux Sang and Beausejour Stn.	O. Prince .....	3½	6	12 " .....	80 00
Price and St. Octave Station.....	T. Nadeau .....	3	12	6 " (to Dec. 31, '04).	70 00
do do .....	D. Dechène.....	3	12	6 " from " .....	89 00
Providence and St. Victor de Tring	R. Plante.....	4½	3	12 " .....	55 12
Quai de Rimouski and Rimouski....	P. Fournier.....	2	6	12 " .....	95 00
Quebec Branch Post Offices and Street Letter Boxes .....	E. Savard .....	359½	31	12 " (less fine)....	1,643 00
Quebec Immigration Letter Box....	E. Corneil .....	as req.		Part of season 1903-'04..	12 86
do do .....	J. Dery .....	as req.		" .....	7 14
Quebec Letter Carriers Service.....	Quebec Ry., Lt & Power Co....	11½	as req.	12 months.....	750 00
Quebec Ry. Stations and Wharf....	A. Gagné.....	97	as req.	12 " .....	2,469 00
Quebec, St. Jean and St. François d'Orleans .....	E. Chabot.....	22-6	6-3	12 " .....	900 00
Quebec and St. Foye .....	J. Drolet.....	5	6	12 " .....	125 00
Quebec and Sillery .....	M. J. Aubin....	6	12	12 " .....	250 00
Quebec and Stoneham .....	W. Craig.....	17	2	12 " .....	140 00
Radnor Forges and Railway St'n ..	J. J. Drummond	½	24	12 " .....	60 00
Rang Mathias and Railway St'n....	G. Harvey.....	200 ft.	12	12 " .....	10 00
Rang St. Achille and St. Ubalde...	A. Germain.....	5	3	7 " (from Dec. 1, '03).	32 08
Ravignon and Ste. Rose de Watford	J. Lacasse .....	8½	1	12 " .....	32 00
Reeds Mines and Thetford Mines...	H. Harvey.....	2½	3	12 " .....	75 00
Reids Station and Railway Station	W. Bellemare...	200 ft.	6	12 " .....	10 00
Rimouski and Railway Station....	A. Rehel.....	½	as req.	12 " .....	190 00
Rimouski and St. Blandine.....	C. Martin.....	9	4	12 " .....	148 00
Rivière à l'Ours and Railway St'n...	L. P. Godin....	4	1	6 " (to Dec. 31, '03)..	30 00
do do .....	do .....	4	2	6 " from " .....	60 00
Rivière à Pierre and Railway St'n.	J. Perron.....	½	12	12 " .....	75 36
Rivière aux Dorés and St. Félicien.	L. Bélanger....	12	1	5 " (to Nov. 30, '03)..	30 00
do do .....	do .....	12	2	7 " from " .....	84 00
Rivière aux Pins and St. Gabriel Railway Station .....	M. Hayes.....	6½	2	12 " .....	90 00
Rivière Blanche, Portneuf and St. Alban .....	J. Perron.....	4	3	10 " (from Sept. 1, '03)	50 00
Rivière des Plantes and St. Fran- çois Nord-Est.....	A. Rancourt....	3½	3	12 " .....	50 00
Rivière du Loup (en bas) Street Letter Box and Railway Station...	E. Marchand....	1½	as req.	12 " .....	800 00
Rivière du Loup (en bas) and Rail- way Station .....	F. Meunier.....	1½	12	3 " (to Sept. 30, '03).	22 50
do do .....	do .....	1½	12	9 " from " .....	93 75
Rivière du Loup (en bas) and Wharf	C. P. Pinze....	2½	13	Part of seasons 1903-'04..	76 00
Rivière du Loup (en bas) and Str Landing.....	L. T. Pinze....	3	as req.	Season 1903.....	60 90
Rivière Gilbert and Rivière Gilbert Gold Mines.....	J. Quirion.....	3½	6	12 months.....	125 00
Rivière Gilbert Gold Mines and St. Benjamin .....	C. Perras.....	8	2	12 " .....	90 00
Rivière Makinac and Jt. Joseph de Makinac .....	L. Hamel.....	8	36	12 " .....	36 00
Rivière Noire and Railway Station.	A. E. Beauchemin	17½ yds.	12	12 " .....	30 00
Rivière Ouelle and Railway Station	S. LeBrun.....	5	18	2 " (to Aug. 31, '03).	66 66
do do .....	do .....	5	12	10 " from " .....	250 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Rivière Ste Marguerite and Ta-	A. Fortin.....	21	1	5 mos. (to Nov. 30, '03).	39 16
dousac do do do	do do	21	2	7 " from " "	109 66
Rivière Sauvage and Mail Catch-	J. Cormier.....	$\frac{1}{8}$	6	12 " "	15 00
ing Post.					
Rivière Trois Pistoles and Railway	C. Morency.....	$\frac{1}{4}$	12	12 " "	29 00
Station	A. Talbot.....	50 yds.	12	12 " "	40 00
Robertson Stat'n and Railway St'n.					
Robertson Station and Sacré Cœur	E. Gilbert.....	6	6	12 " "	120 00
de Marie.	J. Bilodeau.....	$\frac{1}{4}$	24	12 " "	116 62
Roberval and Railway Station.	F. Chiasson.....	7	2	12 " "	80 00
Roberval and Roberval Ouest.	A. Côté.....	19	6	12 " "	450 00
Roberval and St. Félicien.	H. G. Beemer.....	200 yds.	as req.	Part of seasons 1903-'04.	10 00
Roberval Hotel and Railway St'n.					
Rousseaus Mills and Rousseaus	E. Vallée.....	30 yds.	3-6	12 months.	10 00
Mills Railway Station.					
St. Adolphe de Champlain and St.	N. Trépanier.....	8	3	12 " "	120 00
Thecle Station.	N. Dubois.....	10	3	4 " (to Oct. 31, '03)..	58 33
St. Adrien and Watton.	do do	10	4	8 " from " "	155 54
do do do	G. Olivier.....	$\frac{3}{4}$	12	12 " "	48 00
St. Agapit and Railway Station.	M. Vaillancourt.	20	6	12 " "	398 00
St. Agapit and St. Sylvester East.	G. Olivier.....	600 ft.	6	12 " "	30 00
St. Agapit Stat'n and Railway St'n					
St. Agathe Lotbinière and Ste	F. Donovan.....	$4\frac{1}{2}$	3	12 " "	75 00
Agathe East	T. Allard.....	7	6	4 " (to Oct. 31, '03)..	50 00
St. Alban and Railway Station.	do do	7	12	8 " from " "	200 00
do do do					
St. Alexandre de Kamouraska and	R. Ouellet.....	$\frac{1}{4}$	18	12 " "	60 00
Railway Station.					
St. Alexandre de Kamouraska and	J. Blier.....	24	1	5 " (to Nov. 30, '03)..	29 16
St. Eleuthère.	do do	24	2	7 " from " "	160 41
do do do	A. Banville.....	$1\frac{1}{2}$	12	12 " "	80 00
St. Anaclet and Railway Station.					
St. André de Kamouraska and	H. Michaud.....	5	12	12 " "	269 00
Railway Station.	J. Coulombe.....	$\frac{1}{4}$	12	12 " "	48 00
St. Angèle de Laval and Railway	A. Levêque.....	$6\frac{3}{4}$	6	12 " "	160 00
Station	A. Picard.....	$\frac{1}{2}$	6-12	12 " "	54 00
St. Angèle de Rimouski and St.	F. X. Cossette..	7	6	12 " "	84 00
Joseph de Lepage.	C. Ouellet ..	1	as req.	12 " "	150 00
St. Anne de la Pérade and Railway					
Station	A. Ouellet ..	6	3	12 " "	80 00
St. Anne de la Pérade and St. Pros-	L. V. Bernier. .	1	18	12 " "	105 00
per.	P. R. Breton...	$8\frac{7}{10}$	6	12 " "	218 00
St. Anne de la Pocatière and St.					
Onésime	R. Levesque.....	$4\frac{1}{2}$	6	3 " (to Sept. 30, '03)..	27 65
St. Anselme and Railway Station.	N. Thebeault...	$4\frac{1}{2}$	6	9 " from " "	92 43
St. Antoine Lotbinière and Railway	C. Gagnon.....	500 yds.	12	12 " "	45 00
Station	do do	7	6	12 " "	165 00
St. Antonin and Old Lake Road	S. Lamarre.....	$1\frac{1}{2}$	12	12 " "	75 00
Station	E. Tremblay....	31	3	12 " "	300 00
do do do	F. Paquet.....	$2\frac{1}{2}$	12	12 " "	160 00
St. Arsène and Railway Station.					
St. Arsène and Viger.					
St. Aubert and Railway Station.					
St. Aubert and St. Pamphile					
St. Bazile Portneuf and Railway					
Station					



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Bazile Station and Railway St'n	C. Leclerc .....	250 yds.	6	12 months.	18 00
S. Benoit Labre and St. Ephrem Railway Station.....	G. Busque.....	6	6	12 "	145 00
Ste Brigitte des Saults and Mit- chell Station.....	O. Sampson.....	4½	6	12 "	125 00
St. Bruno de Kamouraska and St. Pascal.....	O. Bonenfant.....	7	3	12 "	70 00
St. Bruno, Lac St. Jean and Rail- way Station.....	J. Tremblay.....	2	5	8 " and 5 days (from Oct. 26, '03)...	44 75 52 00
St. Camille and Sherbrooke.....	J. B. Sinotte ..	26	1	12 "	
St. Camille de Bellechasse and St. Magloire .....	F. P. Lamontagne.....	8	2	8 " (to Feb. 29, '04).	50 00
do do .....	do .....	8	3	4 " from "	37 49
St. Casimir and Railway Station...	N. Carignan.....	4½	12	12 "	84 00
do do .....	A. Bourassa.....	4½	6	12 "	42 00
St. Casimir and St. Thuribe.....	J. H. Lachance.....	4½	4	5 " (to Nov. 30, '03).	30 82
do do .....	A. Paquette.....	4½	6	7 " from "	58 33
St. Casimir and St. Ubalde.....	H. Rompré.....	11	6	12 "	225 00
St. Catherine and Railway Station.	J. Henchey.....	1	6	12 "	90 09
St. Catherine Station and Railway Station.....	do .....	20 yds.	12	12 "	10 00
St. Celestin and Railway Station...	E. Arseneau.....	1½	6	12 "	60 00
St. Charles River Boyer and Rail- way Station .....	J. Lapointe .....	1	6	12 "	36 00
Ste. Claire and St. Anselme Station.	N. Langlois.....	5	6	12 "	100 00
St. Claire and St. Malachie.....	A. Turgeon.....	10	6	12 "	139 00
St. Claude and St. Cyr.....	B. Pratte.....	4	3	3 " (to Sept. 30, '03).	13 75
do do .....	F. Gagnon.....	5	3-4	9 " from "	95 25
St. Clement and St. Eloi .....	L. Roy.....	12	6	12 "	434 48
St. Clothilde and Victoriaville.....	J. Poisson.....	8	6	12 "	189 00
St. Croix and Laurier Avenue.....	O. Fraser.....	8½	6	12 "	219 00
St. Cyr and Railway Station.....	R. E. Dyson.....	300 yds.	12	6 " (to Dec. 31, '03).	25 00
do do .....	S. St. Pierre.....	300 yds.	12	6 " from "	25 00
St. Cyrille de L'Islet and St. Marcel de L'Islet. ....	E. Bélanger .....	15	3	12 "	175 00
St. Damase de Rimouski and St. Moise Station.....	P. St. Clair .....	7	3	7 " (to Jan. 31, '04).	43 75
do do .....	do .....	7	6	5 " from "	72 91
St. Damien de Buckland and St. Lazare de Bellechasse.....	G. Larochelle.....	7	6	12 "	117 00
St. Denis de la Boutellerie and Rail- way Station .....	J. Paradis.....	4½	6-12	12 "	217 48
St. Donat and St. Gabriel de Rimouski .....	S. Cloutier.....	9	6	12 "	250 00
St. Donat and Ste. Luce Station...	A. Demers.....	6½	6	12 "	152 00
St. Eloi and Railway Station.....	E. Godbout .....	5	6	12 "	74 00
St. Elzéar Beauce and Ste. Marie Beauce.....	L. Rouleau.....	3	6	12 "	140 00
St. Ephrem de Tring and Railway Station .....	J. A. Hamel.....	3	12	12 "	23 96
St. Evariste de Forsyth and Railway Station .....	X. Blais .....	2	12	12 "	130 00
St. Evariste de Forsyth and St. Hilaire de Dorset.....	A. Bégin.....	8½	1	12 "	45 00
St. Fabien and Railway Station.....	E. Gauvin .....	1	12	12 "	40 00
Ste. Flavie Station and Railway Station.....	L. Léveque .....	3&200 y.	6 & 24	12 "	250 00
Ste. Flavie Station and St. Joseph de Lepage.....	D. Gagné.....	1½	6	12 "	50 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No of Trips per Week.	Period.	Amount.
					\$ cts.
St. Flavien and Laurier Railway Station.....	P. Moreau .....	2½	6	6 mos. (to Dec. 30, '03).	47 50
do do .....	J. Demers .....			1 " (to Jan. 31, '04).	7 91
do do .....	H. Hamel .....			5 " from " ..	39 57
Ste. Flore and Grand'Mère Junction Station.....	X. Vincent.....	4	6	9 " (to Mar. 31, '04).	93 00
Ste. Florence and Beaurivage Railway Station .....	J. A. Thibault..	50 yds.	6	12 " .....	49 00
Ste. Flore Station and Railway Station .....	M. Marcouillier.	150 yds.	12	12 " .....	10 00
St. François Beauce and Railway Station .....	F. Rodrique.....	25	18	12 " .....	90 00
St. François de Madawaska and Railway Station .....	J. T. Bouchard..	2½	12	3 " (to Sept. 30, '03).	37 25
do do .....	N. St. Pierre .....	1½	12	9 " from " ..	67 50
St. Francoise and Trois Pistoles.....	M. Bérubé.....	7½	3	12 " .....	74 00
St. François de Montmagny and Railway Station .....	A. Jean.....	1½	18	12 " .....	120 00
St. François Xavier de Viger and Viger .....	J. Martin .....	6	4	12 " .....	89 90
St. Frederic and Tring Junction Station.....	W. Baillargeon ..	3	6	12 " .....	175 00
St. Gabriel Station and Railway Station .....	K. O'Donnell....	3	12	12 " .....	100 00
St. Gédéon and Railway Station .....	G. Boivin .....	1	12	12 " .....	50 00
St. Geneviève de Batiscan and Railway Station .....	N. Paquette.....	4	12	12 " .....	85 00
St. Geneviève de Batiscan and St. Stanislaus de Champlain .....	H. Rivard.....	8	6	12 " .....	115 00
St. George East and St. Prosper de Dorchester.....	J. Bernier .....	12½	6	11 " (to May 31, '04) (less fine).....	269 08
do do .....	G. Laflamme & L. S. Morin ..	12½	6	1 " from " ..	24 91
St. Germain de Kamouraska Des-saint Railway Station and Pointe Séche .....	J. Potvin .....	2¼ & ¼	12-6	12 " .....	90 00
St. Gervais and Railway Station .....	F. Roy .....	5½	12	6 " (to Dec. 31, '03).	45 00
do do .....	J. Catellier .....	5½	12	6 " from " ..	45 00
St. Gervais and St. Lazare de Bellechasse.....	A. Blouin .....	6	6	12 " .....	80 00
St. Gilbert and Deschambault Railway Station .....	H. Paquin .....	5	6	12 " .....	118 00
Ste. Hélène de Kamouraska and Railway Station .....	G. Caron.....	1½	18	12 " .....	52 48
St. Hénédine and Railway Station .....	J. Corriveau....	¼	as req.	12 " .....	55 00
St. Henri de Levis and Railway Station .....	F. H. Ferland..	½	as req.	12 " .....	75 00
St. Henri de Levis and St. Lambert de Levis .....	J. A. Bourget ..	10	6	12 " .....	200 00
St. Henri Station and Railway Stn.	O. Vallières .....	¼	12	12 " .....	70 00
St. Irenée, St. Irenée les Bains and Wharf.....	G. Girard .....	1,300 ft.	12-as req.	Part of seasons 1903-1904.	45 15
St. Isidore de Dorchester and Ste. Hénédine Station .....	H. Guay .....	6	6	12 months. ....	139 00
St. Jacques and Railway Station .....	F. St. Onge. ....	2½	12	3 " (to Sept. 30, '03).	37 50
do do .....	J. A. Charest ..	2½	12	9 " from " ..	56 25
St. Jean Chrysostôme and St. Romuald d'Etchemin .....	J. Carrier .....	3	6	12 " .....	95 00
St. Jean de Dieu and Trois Pistoles	A. Morency .....	13	6	12 " .....	375 00



## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Jean des Chaillons and Three Rivers.....	S. Fournier....	32	6	12 months .....	600 00
St. Jean Port Joli and Railway Station.....	J. Pelletier....	1½	18	12 " .....	147 00
St. Joachim de Montmorency and St. Tite des Caps .....	A. Girard .....	7	6	12 " (less fine),..	234 00
St. Joseph d'Alma and Railway Station.....	J. Tremblay ...	9	7	12 " .....	252 54
St. Joseph de Beauce and Railway Station.....	A. Lagneux dit Charpentier ..	¾	24	12 " .....	125 00
St. Léandre and Tessierville....	J. Berubé.....	8	2	12 " .....	97 75
St. Leonard d'Aston and Railway Station.....	J. Hebert.....	600 yds.	12	12 " .....	50 00
St. Leonard de Portneuf and Railway Station.....	L. Lesage.....	1½	3	6 " (to Dec. 31, '03).	17 50
do do do	do .....	1½	6	6 " from " ..	34 03
St. Louis de Ha Ha Station and St. Louis Church.....	Temiscouata Ry. Co. ....	¾	12 & 6	12 " .....	170 00
Ste. Louise and Railway Station ..	J. B. Caron.....	1½	12	6 " (to Dec. 31, '03).	26 24
do do do	A. Chrétien....	1½	18	6 " from " ..	32 20
Ste. Luce and Railway Station.....	J. B. Parent....	2	12	6 " (to Dec. 31, '03).	59 98
do do do	J. Tremblay....	2	12	6 " from " ..	112 50
St. Ludger and St. Samuel.....	E. Beaudoin....	15	6	12 " .....	375 00
St. Magloire and St. Philemon....	J. Letourneau..	11	6	12 " .....	250 00
St. Malachie and St. Nazaire de Buckland.....	A. Pelchat.....	8	3	12 " .....	120 00
St. Malachie and Standon.....	N. Fortin.....	13	6	6 " (to Dec. 31, '03).	85 00
do do do	M. Tanguay....	13	6	6 " from " ..	172 00
Ste. Marie Beauce and Ry. Station.	J. Gregoire.....	¾	24	12 " .....	100 00
Ste. Marie de Blandford and Forest-dale Station.....	E. Boudreault..	4	6	12 " .....	124 00
St. Mathieu and St. Simon Railway Station.....	A. Thiverge....	3	6	12 " .....	99 00
St. Maurice and Railway Station..	F. Thibodeau....	1	12	12 " .....	75 00
St. Maxime and Scott Junction....	F. Morin.....	1½	6	12 " .....	50 00
St. Michel de Bellechasse and Railway Station.....	J. Martineau....	5	12	12 " .....	140 00
St. Modeste and Railway Station..	M. Beaulieu....	4½	6	12 " .....	135 00
St. Moïse and Railway Station.....	C. St. Amand....	2½	6	12 " .....	125 00
St. Moïse Station and Ry. Station.	J. Michaud.....	64 yds.	12	12 " .....	46 00
Ste. Monique de Nicolet and Railway Station .....	P. Trudel.....	2¾	12	3 " (to Sept. 30, '03).	48 75
do do do	N. Provencher..	2¾	12	9 " from " ..	146 25
St. Narcisse and Railway Station..	F. Nobert.....	3½	12	" .....	45 00
St. Nérée and St. Raphael Est....	L. Fortier.....	6	6	12 " .....	148 00
St. Nicolas and Railway Station....	M. Carrier.....	4½	6	12 " .....	93 00
St. Nicolas and St. Nicolas Est....	A. Plante.....	2½	3	12 " .....	50 00
St. Norbert d'Arthabaska and Ste. Hélène de Chester .....	B. Poisson.....	9½	6	12 " .....	169 00
St. Norbert d'Arthabaska and Standfold.....	N. Rioux.....	5	6	12 " .....	98 88
St. Pacôme and Railway Station....	J. Chamberland..	1½	18	12 " .....	142 48
St. Pascal and Railway Station.....	N. Bernier.....	200 ft.	12	10 " (from Sept. 1, '03)	47 07
St. Patrick and Railway Station....	J. LeBel.....	4	7	Part of seasons 1903-1904	54 60
St. Paul du Buton and St. Pierre Montmagny .....	F. Côté.....	17	6	12 months.....	450 00
St. Paul's Bay and St. Tite des Caps	J. Dufour.....	26	6	12 " .....	624 84
St. Paul's Bay and St. Urbain de Charlevoix.....	T. Tremblay....	9	6	12 " .....	150 00



## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
St. Paul's Bay and Wharf.....	E. Coudée.....	3	as req	Part of seasons 1903-1904	110 88
Ste. Perpetue and Railway Station.	T. Decoteau....	4	6	12 months.....	98 00
St. Pierre les Becquets and Ste. Sophie de Levard.....	T. J. Demers....	18	6 12	".....	220 00
St. Pierre Montmagny and Railway Station.....	A. Gendron.....	1 $\frac{1}{2}$	18 12	".....	120 00
St. Raphael Est and Ry. Station...	J. Lantagne.....	7	12 12	".....	72 00
St. Raymond and Railway Station.	J. Beaupre.....	$\frac{1}{2}$	18 12	".....	176 10
St. Remi de Tring and Warwick...	G. Peloquin.....	13	6 12	".....	281 25
St. Roch de Quebec and Stadacona.	F. Cliche.....	1 $\frac{1}{2}$	3 3	" (to Sept. 30, '03)	16 66
do do	do.....	1 $\frac{1}{2}$	6 9	" from ".....	50 00
St. Romuald d'Etchemin and Railway Station.....	L. Lambert.....	1	as req 12	".....	198 00
St. Rosaire and Bulstrode Station.	G. Bourque.....	5	6 12	".....	115 00
Ste. Rose de Watford and Main Post Road.....	J. T. Lamontagne	6	6 5	" (from Feb. 21, '04)	54 16
Ste. Rose du Déglé and Ry. Stn...	A. Soucy.....	$\frac{1}{2}$	12 3	" (to Sept. 30, '03).	8 75
do do	do.....	$\frac{1}{2}$	12 9	" from ".....	45 00
St. Samuel de Horton and St. Wenceslas Railway Station.....	A. Heroux.....	7	6 12	".....	200 00
St. Sauveur de Québec and Sans Bruit.....	L. P. Pelletier..	1	12 12	".....	90 00
St. Sebastien de Beauce and Railway Station.....	S. Boutin.....	3	12 12	".....	104 00
St. Sebastien Station and Railway Station.....	P. Marceau.....	150 yds.	12 12	".....	20 00
St. Severin de Beauvillage and Tring Junction Station.....	P. Boulet.....	5 $\frac{1}{2}$	6 3	" (to Sept. 30, '03).	45 00
do do	P. Vachon.....	5 $\frac{1}{2}$	6 9	" from ".....	135 00
St. Simeon and Tadousac.....	F. Foster.....	25 $\frac{1}{2}$	4 & 3 12	" (less fines).....	495 00
St. Simon de Rimouski and Railway Station.....	C. Gauvin.....	1	12 12	".....	50 00
St. Sylvere and Davelnyville Stn...	W. Faucher.....	6	6 12	".....	149 00
St. Thècle and Railway Station....	L. Grenier.....	1	12 12	".....	60 00
St. Tite and Railway Station.....	F. X. Possette..	$\frac{1}{2}$	12 12	".....	80 00
St. Valère de Bulstrode and Rivière Noire.....	N. Dureault....	4 $\frac{1}{2}$	6 12	".....	115 00
St. Valier and Railway Station....	E. Chabot.....	3	12 12	".....	96 00
St. Victor de Tring and Railway Station.....	R. Plante.....	2 $\frac{1}{2}$	12 12	".....	75 00
St. Wenceslas and Aston Station...	F. Frechette....	3	12 12	".....	125 00
Sayabec and Railway Station.....	L. Joubert.....	1 $\frac{1}{6}$	12 12	".....	75 00
Scott Junction and Railway Station	G. Garon.....	$\frac{1}{8}$	18 12	".....	105 00
Shawenegan Junction and Railway Station.....	J. L. Goulet....	350 yds.	12 9	" (from Oct. 1, '03)	18 75
South Dudswell and Railway Stn...	O. Lepitre.....	3 $\frac{1}{2}$	6 12	".....	100 00
South Quebec and Railway Station.	P. Bernier.....	$\frac{1}{2}$	36 12	".....	100 00
Stanford and Railway Station.....	P. L'Heureux...	250 yds.	12 12	".....	36 00
Stoneham and Tewkesbury.....	J. Falardeau...	7 $\frac{1}{2}$	2 12	".....	65 00
Tadousac and Wharf.....	P. Marquis.....	1	as req	Part of seasons 1903-1904	76 35
Thetford Mines and Railway Stn...	V. Hebert.....	$\frac{1}{2}$	12 12	months.....	50 00
Thibodeau and Railway Station....	J. Desrochers...	5	6 6	mos. (from Jan. 1, '04)	62 00
Three Rivers and Valmont.....	O. Paquette....	15	6 12	".....	246 58
Tring Junction and Railway Station	A. Doyon.....	30 yds.	24 12	".....	30 00
Trois Pistoles and Railway Station.	C. Lavoie.....	$\frac{1}{4}$	24 12	".....	79 00
Trois Saumons and Railway Stn...	F. Caron.....	2	6 12	".....	80 00
Valcartier and Railway Station....	J. McBain.....	6	6 12	".....	185 00

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APPENDIX B—*Continued.*DETAIL of all payments for Mail Transportation in Quebec Postal Division,  
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Village des Aulnaies and Railway Station.....	J. B. Sirois.....	5	18	12 months.....	234 00
Vincennes and Railway Station....	J. Gravel.....	4½	6	12 " .....	90 00
Walkers Cutting and Railway Stn.	E. C. Labrecque.	138 yds.	12	12 " .....	32 00
Warwick and Railway Station....	L. Treganne.....	200 yds.	6	12 " .....	18 00
Weedon Centre and Railway Stn.	L. Giguere.. ..	2	12	12 " .....	150 60
Whitworth and Railway Station...	J. A. Ellis.....	25 yds.	6	12 " .....	10 00
Transfer of Mails at Levis .....	A. Ouellet.....		12	" .....	540 00
Transfer of Mails at Richmond....	P. Healy.....		12	" .....	240 00
Transfer of Mails between Levis and Rimouski.....	J. H. Dunn.....				325 00
Berthier and Berthier Junction....	F. X. Piché .....			Special service, snow blockade ; deducted from acc. of C. P. Railway.....	8 50
Etchemin and Levis.....	A. Ouellet.....			Special serv., snow blockade; deducted from acc. of I. C. R. ....	1 00
Foster and Waterloo.....	J. S. Hews.. ..			" " .....	1 50
Garneau Junction and Shawenegan Falls.....	T. Lambert.....			Special serv., snow blockade ; deducted from acc. of C. P. R.....	28 50
do do .....	J. W. Aubin.....			" " .....	3 00
Garneau Junction and Grand Mere Village.....	T. Caya.....			Special trips ; deducted from acc. of C. P. R..	7 00
Garneau Junction and Heronville..	J. A. Roberge.. ..			Special trips ; deducted from acc. of Great-Northern R. and C. P. R..	3 00
Garneau Junction and St. Tite ...	O. Lacomsière ..			" " .....	16 00
Total.....					\$86,163 10
Less amount withdrawn from Guarantee Fund. ....					378 83
					\$85,784 27

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## APPENDIX B--Continued.

## TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the Year ended June 30, 1903.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Aberdeen and Durham.....	L. Elvidge.....	13 $\frac{1}{2}$	3	12 months .....	114 84
Abington and Winona .....	Ira E. Parker.....	17	6	12 " .....	470 00
Acton and Crewson's Corners.....	W. Lambert.....	3 $\frac{1}{2}$	3	12 " .....	112 48
Ahmie Harbour and Dunchurch.....	J. Kelly.....	4	6	Part of seasons 1903-1904.	60 55
Ahmie Lake and Spence.....	R. Veith.....	10	2	10 mos. 13 days (to May 13, 1904) .....	83 94
do do .....	do .....	10 $\frac{3}{4}$	2	1 month 18 days (from May 13th 1904). .....	14 03
Air Line Junction and Railway Station.....	M. Minnes.....	$\frac{1}{3}$	6	12 months.....	40 00
Algoma Mills and C. P. Railway Station.....	G. C. McGuire.....	$\frac{1}{2}$	12	12 " .....	125 00
Allanburg and Railway Station.....	R. Skinner.....	$\frac{1}{2}$	12	3 " (to Sept. 30, '03. ..	18 75
do do .....	J. Middaugh.....	$\frac{1}{2}$	12	9 " from " .....	112 50
Allandale and Holly.....	W. Bloxham.....	3	6	12 " .....	90 88
Allandale and Painswick.....	do .....	3 $\frac{1}{2}$	6	12 " .....	91 00
Allandale and Railway Station.....	M. J. Hamlin.....	$\frac{1}{2}$	36	12 " .....	100 00
Allan Park and Hampden.....	H. Byers.....	4	2	12 " .....	74 00
Allensville and Mail Changing Post.....	M. McNichol.....	$\frac{1}{2}$	12	12 " .....	157 24
Alliston and Elmgrove.....	J. H. Johnston.....	11 $\frac{1}{2}$	6	12 " .....	152 00
Alliston and Railway Station.....	J. J. Holland.....	$\frac{1}{2}$	24	12 " .....	87 92
Alliston and Rosemont.....	J. J. Holland.....	9	6	12 " .....	234 72
Aloa and Snelgrove Snelgrove and Railway Station.....	R. Campbell.....	3 $\frac{1}{2}$	6	12 " .....	130 00
Alma Heights and Thessalon.....	S. Rowe.....	7	1	12 " .....	50 00
Alport and Bracebridge.....	H. F. Bickmore.....	4	3	12 " .....	75 00
Alsace and Nipissing.....	J. Gerber sr.....	7	3	12 " .....	94 00
Alsfeldt and Railway Station.....	H. Zeigler.....	1 $\frac{1}{2}$	6	12 " .....	100 48
Alton and C. P. Railway Station.....	T. Vanwyck.....	$\frac{1}{2}$	12	12 " .....	115 00
Amaranth Station and Ry.Stn.....	J. S. Lacon.....	$\frac{1}{2}$	6	12 " .....	80 80
Amber and Agincourt Railway Stn.....	W. A. Kennedy.....	18	6	12 " .....	350 00
Amigari and Railway Station.....	A. B. Hurrell.....	$\frac{1}{2}$	12	12 " .....	65 00
Ancaster and Hamilton.....	D. Morrison.....	7	12	12 " .....	344 00
Angus and Baxter.....	W. I. Edgar.....	7 $\frac{1}{2}$	3	12 " .....	88 00
Angus and Railway Station.....	H. L. TarBush.....	$\frac{1}{2}$	24	12 " .....	48 00
Ansonia and Thessalon.....	A. Brandon.....	8	1	12 " .....	49 00
Anten Mills and Railway Station.....	J. McLaughlin.....	$\frac{1}{2}$	6	12 " .....	29 00
Antioch and Grassmere.....	M. McMaster.....	8	1	12 " .....	70 00
Appleby and Railway Station.....	M. C. Prescott.....	$\frac{3}{4}$	6	12 " .....	85 00
Appleby Corner and Warren.....	J. Lamarche.....	7	2	5 " 16 d. (from Jan. 16, '04).....	45 87
Apto and Phepston Ry. Station.....	J. O'Neill.....	6	6	12 " .....	164 33
Ardrea and Orillia.....	W. W. Blair.....	9 $\frac{3}{4}$	3	3 " (to Sept. 30, '03). ..	33 00
do do .....	do .....	10 $\frac{1}{4}$	3	3 " 18 d. (to Jan. 18, '04) .....	39 16
do do .....	do .....	10 $\frac{3}{4}$	6	5 " 13 d. (from Jan 18, '04) .....	119 67
Ariel and Mail Catch Post.....	J. Dean.....	100 yds.	6	12 " .....	20 00
Arnott and Railway Station.....	J. Murray.....	$\frac{1}{2}$	12	12 " .....	59 66
Arthur and Metz.....	D. Smith.....	6	2	12 " .....	85 00
Arthur and Monck.....	W. R. Brock.....	13	3	12 " .....	180 00
Arthur and Mount View.....	W. Jackson.....	8	1	12 " .....	40 00
Ash and Railway Station.....	T. Horn.....	$\frac{1}{16}$	6	12 " .....	48 00



4-5 EDWARD VII., A. 1905

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ashgrove and Georgetown.....	C. Mitchell.....	4	6	12 months.....	160 00
Ashley and Railway Station.....	G. Follis.....	1 $\frac{3}{4}$	3	12 ".....	50 24
Atha and Stouffville.....	J. Story.....	13 $\frac{3}{4}$	6	6 " 2 days (to Jan. 2, '04)	87 95
do do.....	do.....	14 $\frac{1}{2}$	6	5 " 29 days (Jan. 2, '04)	90 81
Atherley and Railway Station.....	E. Lanigan.....	1 $\frac{3}{4}$	24	12 " and extra trips..	93 64
Athlone and Tottenham.....	E. M. Wilson.....	17 $\frac{3}{4}$	6	12 ".....	219 48
Attercliffe Station and Ry. Station.	J. Sundry.....	12	12	12 ".....	108 00
Auguston and Horning's Mills.....	F. J. Sleightholm	5	2	12 ".....	46 80
Aurora and G. T. Ry. Station.....	T. H. Winter.....	1 $\frac{1}{2}$	24	12 ".....	120 00
Aurora and Schomberg.....	J. Ellison.....	15	6	5 " 10 d. (to Dec. 10, '03)	162 25
Aurora and Vandrof.....	A. G. Snider.....	8 $\frac{1}{2}$	6	12 ".....	290 00
Avening and Railway Station.....	E. A. Pingle.....	12	12	12 ".....	120 00
Axe Lake and Sprucedale.....	J. McPherson..	10 $\frac{1}{2}$	1	6 " 13 d. (to Jan. 13, '04)	42 63
do do.....	do.....	10 $\frac{1}{2}$	2w & s	5 " 18 d. (from Jan. 13, '04)	73 79
Ayton and Nenagh.....	J. Edwards.....	5	2	12 ".....	52 00
Ayton and Railway Station.....	W. Kenna.....	18	12	12 ".....	85 72
Azilda and Blezard Valley.....	J. A. Brunet.....	8 $\frac{1}{2}$	2	1 " 24 days (to Aug. 24, '03), and arrears.....	19 95
do do.....	D. Frappier.....	8 $\frac{1}{2}$	2	1 " 7 d. (from Aug. 24, '03).....	11 70
Azilda and Hanmer.....	L. Menard.....	15 $\frac{1}{2}$	2	9 " (from Oct. 1, '03)	156 00
Azilda and Railway Station.....	Z. Regimbal.....	200 yds.	6	12 ".....	125 00
Bala and Glen Orchard.....	N. Orchard.....	8 $\frac{1}{2}$	3	Season 1903-1904.....	66 00
Bala and Gravenhurst.....	A. Jackson.....	16	6	Part of season 1903-1904.	328 30
Bala and Sahanatien.....	L. ahanatien.....	9	1	12 months.....	52 00
Balaclava and Owen Sound.....	K. Eachern.....	15 $\frac{3}{4}$	3	12 ".....	232 50
Baldwin and Railway Station.....	L. Grylls.....	12	12	12 ".....	125 60
Ballantrae and Railway Station.....	E. Hill.....	4	12	12 ".....	60 00
Ballinafad and Georgetown.....	F. W. Betts.....	6	6	12 ".....	250 00
Balmy Beach and Lee Avenue.....	M. L. Smith.....	1 $\frac{1}{2}$	12	12 ".....	75 00
Balsam Grove and Fenelon Falls..	J. Copp.....	6	2	12 ".....	90 00
Balsam Lake and Glenarm.....	J. Cunningham..	4 $\frac{1}{2}$	2	12 ".....	72 00
Banda and Glencairn.....	R. Maxwell.....	2 $\frac{1}{2}$	6	12 ".....	124 80
Bardsville and Falkenburg Station Post Office.....	R. Goltz.....	6 $\frac{1}{2}$	2	Part of seasons 1903-1904	60 00
Barkway and Washago.....	I. Davy.....	21	3	12 months.....	300 00
Barnsdale and Six Mile Lake.....	J. J. Barnes.....	7	2	Part of seasons 1903-1904	73 75
Barrie and Hillsdale.....	W. J. Shanahan	16	6	12 months.....	297 00
Barrie and Midhurst.....	J. W. Cook.....	5	6	12 ".....	180 00
Barrie and Railway Station.....	E. Sevigny.....	10 rods.	12	12 ".....	146 78
Barrie and Street Letter Boxes.....	J. Huggard.....	5	18	1 " (to July 31, '03).	16 62
do do.....	J. Mainprize.....	5	18	11 " from ".....	178 27
Barrie Island and Gore Bay.....	J. Jeffkins.....	12	1	12 " and extra trip..	82 35
Bar River and C. P. Ry. Crossing..	I. Evoy.....	3	6	6 " (to Dec. 31, '03).	18 00
do do.....	J. W. Collings..	4	3	6 " from ".....	18 00
Batteau and Railway Station.....	M. S. Jackson.....	1 $\frac{1}{2}$	12	12 ".....	91 50
Baysville and Bracebridge.....	J. Rowe.....	16	6	12 ".....	302 00
Baysville and Dorset.....	F. J. Hogan.....	16	6	4 " 15 days (to Nov. 15, '03).....	119 62
do do.....	H. S. Grist.....	16	6	7 " 15 days (to Nov. 15, '03).....	199 37
Baysville and Newholm.....	D. Ferguson.....	9	2	12 ".....	80 00
Beamsville and Tintern.....	P. Hoffman, jr..	8	6	12 ".....	275 00

## SESSIONAL PAPER No. 24

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bear Cave and Rosseau .....	H. Bishton.....	9½	1	12 months .....	47 48
Beaumaris and Hutton House.....	J. Hutton.....	2	3	Part of seasons 1903-1904 .....	11 40
Beaverdale and Markdale.....	T. Brett .....	10	3	12 months.....	145 00
Beaverton and Railway Station.....	G. H. Williamson .....	24	12	" .....	97 00
Beeton and Railway Station.....	W. Strangway.....	24	8	" and 11 days (to Mar. 11, '04) .....	117 72
do .....	W. C. McCutcheon.....	24	3	" and 20 days (from Mar. 11, '04) .....	51 84
Belfountain and Railway Station.....	D. Ramsay .....	1½	12	12 " .....	135 00
Bell Ewart and Lefroy Station.....	R. Colgan.....	1	12	12 " .....	72 22
Bellingham and Iron Bridge.....	D. Bell .....	11	1	12 " .....	85 00
Belwood and Craigsholm.....	F. Hanna .....	2	3	12 " .....	56 00
Belwood and Dracoon.....	C. Campbell.....	14½	2	12 " .....	72 00
Belwood and C. P. Ry. Station .....	J. Hanna .....	12	12	" .....	50 24
Bent River and Utterson.....	N. Hanes.....	14½	3	12 " .....	171 36
Berkeley and Glascott.....	R. English.....	6	2	12 " .....	100 00
Berkeley and Harkaway.....	A. C. Rae .....	8½	2	12 " .....	106 64
Berkeley and Railway Station.....	E. Sargent.....	12	12	12 " .....	80 36
Berthaville and Verner.....	A. Legendre.....	7	1	12 " .....	50 00
Bethany and Railway Station.....	G. Price .....	12	12	12 " .....	70 00
Bexley and Corson's Siding.....	G. T. McKague.....	2½	3	12 " .....	23 40
Binbrook and Glanford Ry. Station .....	M. McGann.....	5	6	12 " .....	132 00
Binkham and Erin.....	W. Wansborough.....	4½	2	12 " .....	70 00
Biscotasing and Railway Station.....	J. E. S. Armstrong.....	300 ft.	12	12 " .....	30 00
Black Bank and Lisle Ry. Station.....	A. Duffin.....	8½	6	12 " .....	202 00
Black Creek and Railway Station.....	C. H. Jenks.....	12	12	" .....	40 00
Blackstock and Purple Hill.....	M. Hamby.....	4	2	12 " .....	52 52
Blackwater and Layton.....	W. James.....	4	3	12 " .....	74 00
Blackwater and Railway Station.....	J. H. Chant.....	50 ft.	24	1 " and 17 days (to Aug. 17, '03) .....	8 00
do .....	J. Allin .....	50 ft.	24	1 " and 14 days (to Sept. 30, '03) .....	7 80
do .....	do .....	150 ft.	24	9 " from " .....	47 00
Blind River and Railway Station.....	J. Hawkins, sr.....	12	12	" .....	94 20
Bobcaygeon and Lindsay.....	W. W. Workman.....	26	6	Season 1903-'04.....	524 25
Bobcaygeon and Red Rock .....	M. Thomas.....	6	2	12 months.....	75 00
Bognor and Woodford.....	W. Mellafont.....	6	6	12 " .....	200 00
Bolton, Castlederg and Mount Wolfe.....	R. Cronin.....	5½ & 11½	3-6	12 " .....	185 00
Bolton and Railway Station.....	T. D. Elliott.....	24	12	" .....	28 00
Boothville and Proton Station.....	J. G. Marshall.....	10½	3	12 " .....	119 00
Bourleau and Whitehall.....	A. Fairbairn.....	5	2	12 " .....	48 00
Bowling Green and Laurel Railway Station.....	E. Driver.....	5	6	12 " .....	130 00
Bowmanville and Caesarea.....	D. E. Gifford.....	44½	6	12 " .....	525 00
Bowmanville and Courtice.....	C. W. Lent.....	4½	6	12 " .....	121 20
Bowmanville and G. T. Ry. Station .....	W. G. Glover.....	1½	6	12 " .....	35 00
Bowmanville and Tyrone .....	W. H. Moore.....	7	6	12 " .....	200 00
Boyle and Fenwick.....	W. H. Smith.....	2½	6	12 " .....	90 00
Bracebridge and Fraserburg.....	W. H. Stonehouse.....	12	2	12 " .....	150 00
Bracebridge and Muskoka Falls .....	A. R. Cameron.....	3	3	12 " .....	110 00
Bracebridge and Point Kaye.....	W. Pooler .....	21½	2	Season 1903-'04.....	78 30
Bracebridge and Railway Station.....	R. P. Perry.....	30	11 mos.	and 13 days (to June 13, '03) .....	149 28
do .....	do .....	36	18 days from	" .....	9 25
Bracebridge and Wharf .....	F. Demara.....	12	12	Part of seasons 1903 & '04.....	53 85
Bracebridge and Ziska .....	J. Killen.....	6	2	" .....	44 80
Brackenrig and Port Carling.....	C. H. Davidson.....	4	3	" .....	47 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Bracondale and Bloor Street Branch P. O.	T. Mounce	11 $\frac{1}{2}$	12	12 months	100 00
Bracondale and Wychwood Park	C. Webb	12 $\frac{1}{2}$	12	"	50 00
Bradford and Newton Robinson	J. G. Cook	9	6	12 "	365 00
Bradford and Railway Station	do	24	12	"	75 00
Brae Lake and Uplands	W. Lee Taylor	8 $\frac{1}{2}$	1	12 "	32 00
Brampton and Huttonsville	M. O. Hyatt	4	6	12 "	150 00
Brampton and Railway Station	T. Thauburn	3 $\frac{1}{2}$	12	12 "	124 00
Brechin and Dalrymple	E. Vickers	9	3	12 "	165 00
Brechin and Railway Station	E. Kennedy	1	24	12 "	72 00
Brechin and Udney	do	5 $\frac{1}{2}$	6	12 "	175 00
Brentwood and Railway Station	S. C. Warner	12	12	"	60 00
Bridgeburg and Railway Station	D. L. Harkinson	36	12	"	22 00
Brisbane and Coningsby	A. Peavoy	4 $\frac{1}{2}$	3	12 "	125 00
Britainville and Long Bay	Ira Pearson	5	2	10 " and 6 days (to May 6, '04)	40 61
do do	do	12	2	1 " and 25 days (from May 6, '04)	17 72
Broadcroft and Mail Catch Post	M. Peacock	5	1	9 " (from Oct., '03)	48 75
Bronte and Railway Station	J. S. MacDonald	1 $\frac{1}{2}$	12	12 "	106 40
Brookfield Station and Ry. Station	M. Topp	7 $\frac{1}{4}$	6	12 "	50 00
Brookholm and Shouldice	T. Skinner	7	2	12 "	125 00
Brooklin and Railway Station	J. Pile	1 $\frac{1}{2}$	18	12 "	112 68
Brougham and Markham	T. Hague	26 $\frac{1}{2}$	6	12 "	355 00
Brougham and Whitby	J. A. Hoyt	12	6	12 "	218 00
Brownhill and Railway Station	J. Merchant	1 $\frac{1}{2}$	6	12 "	21 98
Brown's Brae and Dorset Road	D. Brown	1 $\frac{1}{2}$	3 & 6	12 "	60 00
Bruce Mines and Cloudslee	N. McEwan	5	1	12 "	52 00
Bruce Mines and Railway Station	H. McDonald	2	12	12 "	135 00
Bruce Mines and Rydal Bank	W. R. Smyth	6	2	12 "	104 00
Brunswick and Railway Station	L. C. Patterson	1 $\frac{1}{2}$	6	12 "	80 00
Buller and Kilmount	J. Gillespie	8	1	12 "	55 00
Burketon Station and Enfield	T. Thorn	4 $\frac{1}{2}$	6	12 "	150 00
Burketon Station P. O. and Railway Station	J. Burr	1 $\frac{1}{2}$	12	12 "	75 00
Burks Falls and Doe Lake	T. Marshall	9 $\frac{1}{2}$	3	12 "	112 00
Burks Falls and Dunchurch	R. A. Creason	29	6	Season 1903-04	470 00
Burks Falls and Railway Station	F. W. Sieveright	1	18	11 m. 27 d. (to June 27, '04)	227 84
do do	do	1	24	3 d. from "	3 92
Burlington and Port Nelson	W. Bamford	1 $\frac{1}{2}$	6	12 months	90 00
Burlington and Railway Station	H. Bray	2	6	12 "	80 00
Burnaby and Railway Station	W. A. Kinnard	2	6	12 "	87 68
Burnt River and Railway Station	S. Suddaby	1 $\frac{1}{2}$	12	12 "	53 38
Bury's Green and Railway Station	Y. Smith	2 $\frac{1}{2}$	21	12 "	35 00
Byng Inlet and French River	A. Gernain	25	2	Season 1903-04	265 00
Byng Inlet and Parry Sound	F. Montgomery	65	2	" "	530 00
Cache Bay and Field	M. Larocque, sr.	13	1	8 months (to Feb. 29, '04)	42 55
do do	E. D. Jessup	13	1	4 " from "	17 25
Cache Bay and Railway Station	do	700 yds.	24	12 "	150 00
Caistorville and Canfield	J. Harkins	8 m.	6	12 "	180 00
Calderwood and Railway Station	M. Calder	3	3	12 "	80 09
Caldwell and Caledon	T. McCort	5	6	12 "	94 44
Caledon and Railway Station	W. J. Brown	1 $\frac{1}{2}$	24	12 "	73 44
Caledon East and Railway Station	J. W. Philips	500 yds.	6	12 "	40 00
Caldonia and Empire	J. McMillan	16 m.	6	12 "	290 00
Callender, Franks Bay and Sturgeon Falls	J. Mc. A. Smith	26, 16	2	12 "	70 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Callender and Railway Stn (G.T. do do	G. Alkins	$\frac{1}{16}$	12	11 mos. 13 days (to June 29, '04)	95 05
Callender and Wisawasa	T. Whyte.	$\frac{1}{16}$	24	17 days from "	9 89
Cambry and Lindsay	C. F. Alger.	$\frac{1}{16}$	6	12 months	110 00
Cameron and Railway Station	P. Northcott	10	6	12 "	251 44
Camilla and Granger	W. Allen	12	12	"	75 00
Camilla and Whittington	W. McBride	6	3	12 "	91 19
Campania and Railway Station	H. Patton	$\frac{1}{2}$	3	12 "	75 00
Campbellcroft and Railway Station	A. Smith	6	2	12 "	78 00
Campbellville and Railway Station	M. Beattie	70 ft.	6	12 "	40 00
Camperdown and Mail Changing Post	J. Barclay	$\frac{1}{8}$ m.	6	12 "	60 00
Canfield, Darling Road and Canboro-Warner	J. Barclay	4 rds.	12	12 "	36 36
do do	E. Piper	6, 2 $\frac{3}{4}$ m.	6, 3	10 "	(to April 30, '04).
Cannington and Railway Station	J. G. Cline	6, 2 $\frac{3}{4}$	6, 3	2 "	from "
Cannington and Sutton West	G. Edwards	24	12	"	"
Cape Rich and Meaford	J. Preston	20	6	12 "	500 00
Carden and Dalrymple	W. McGeoch	14	2	12 "	150 00
Carlton West and Railway Station (G.T.R.)	P. McCarthy	5	2	12 "	62 48
Carluke and Hamilton	M. Ford	$\frac{1}{2}$	24	12 "	130 00
Carlyon and Uthoff	G. Morton	13 $\frac{1}{2}$	6	12 "	404 00
Carrville and Maple Railway Station	J. Shelswell	5	2	12 "	60 00
Cartier and Railway Station	M. Harrison	3 $\frac{3}{4}$	6	12 "	150 00
do do	V. W. Johnston	$\frac{1}{2}$	12	6 "	(to Dec. 31, '03).
Cashtown and Creemore	L. MacMillan	$\frac{1}{2}$	12	6 "	from "
Castlemore and Kleinburg Railway Station	J. Cotton	2	6	12 "	50 00
Cataract and Railway Station	J. Cairns	14	6	12 "	100 00
Cedar Dale and Railway Station	A. H. Vanwyck	$\frac{1}{2}$	12	12 "	250 00
do do	H. Robins	$\frac{1}{8}$	25	4 "	22 days (to Nov. 22, '03).
Cedarville-Mount Forest and Cedarville via Edgerton and Conn, Mount Forest	do	$\frac{1}{8}$	37	7 "	8 d. from "
Chantler and Mail Catch Post	J. A. Plant	11, 21	3, 3	12 "	400 00
Chapleau and Railway Station	J. A. Coleman	200 feet.	6	12 "	25 00
Chatsworth and Chesley	P. A. Mulligan	$\frac{1}{8}$	12	12 "	135 00
Chatsworth and Desboro	W. E. Dobie	24	3	12 "	349 00
Chatsworth and Durham	S. Palmer	10	3	12 "	111 08
Chatsworth and Railway Station	H. Burnet	20	6	12 "	650 00
Chatsworth and Walters Falls	G. J. Blyth	$\frac{1}{2}$	24	12 "	207 24
do do	T. Walter	12 $\frac{1}{2}$	6	16 days (to July 16, '03).	15 43
Chelmsford and Railway Station	J. T. Walter	12 $\frac{1}{2}$	6	11 m. 15 dys from "	339 56
Chettenham and Campbells Cross and Cheltenham and Railway Station	S. Irwin	$\frac{1}{8}$	12	12 months	212 50
Cheltenham and Railway Station	W. H. Henry	21, $\frac{1}{2}$	6, 12	12 "	294 00
Chippawa and Niagara Falls	P. Ferguson	$\frac{1}{2}$	6	12 "	47 00
Christian Island and Lafontaine	W. H. Newman	6, 4	12	12 "	475 00
Churchill and Railway Station	J. W. Monague	8	2	12 "	120 00
Churchville and Railway Station	E. H. Sloan	2 $\frac{1}{2}$	12	12 "	219 80
Claremont and Railway Station	T. A. Fogarty	$\frac{1}{2}$	6	12 "	80 00
Clark and Kendal	W. Thomson	6 $\frac{1}{2}$	12	12 "	76 92
Clarke and Newtonville	J. Pethick	6 $\frac{1}{2}$	6	12 "	218 00
Clarksburg and Duncan	W. J. Jones	4	12	12 "	219 00
Clarksburg and Railway Station	T. Howard	10	6	12 "	300 00
Clarksburg and Redwing	R. Best	1 $\frac{1}{2}$	24	12 "	313 00
Clarkson and Railway Station	I. Thompson	13 $\frac{1}{2}$	6	12 "	390 00
	E. W. Clarkson	$\frac{1}{16}$	12	12 "	55 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Clavering and Railway Station...	M. Perkins. ....	1 <sup>1</sup> / <sub>2</sub>	12	12 months.....	60 60
Clear Lake and Uffington .....	A. Taplin...	16 <sup>1</sup> / <sub>2</sub>	2	6 " and 4 days (to Jan. 4, '04)....	81 00
do do .....	do .....	16 <sup>1</sup> / <sub>2</sub>	3	5 " and 27 d. (from Jan. 4, '04)...	120 82
Clyde and Leslie Railway Station..	E. McNichol....	1 <sup>1</sup> / <sub>2</sub>	6	12 " .....	121 24
Coboconk and Fenelon Falls.....	C. Gunn.....	16	3	12 " .....	190 00
Coboconk and Lorneville Railway Station.....	J. Bowins.....	28	6	12 " .....	795 00
Coboconk and Norland.....	F. C. LeCraw....	5	6	12 " .....	144 00
Cockburn Island and Thessalon....	R. C. Reid.....	25	1	Season 1903-04.....	184 00
Coldwater and Lovering.....	W. H. Lovering..	3	6	12 months.....	130 00
Coldwater and Moonstone.....	J. Goodfellow....	6	3	12 " .....	64 00
do do .....	do .....	6	3	12 " .....	73 00
Coldwater and Railway Station....	S. D. Eplett.....	1	24	12 " .....	144 44
Coleman and Railway Station.....	J. McCulloch....	1	24	12 " .....	199 00
Collingwood and Gibraltar.....	I. Hutchinson....	12 <sup>1</sup> / <sub>2</sub>	3	12 " .....	235 00
Collingwood and Railway Station....	G. Gray.....	3 <sup>1</sup> / <sub>2</sub>	36	12 " .....	300 00
Collingwood and Street Letter Boxes	J. Ferguson.....	3 <sup>1</sup> / <sub>2</sub>	18	12 " .....	140 00
Collins Inlet and Killarney.....	C. W. Pitt.....	18	2	12 " .....	223 00
Colwell and Railway Station.....	O. S. Rowe.....	10 <sup>1</sup> / <sub>2</sub>	12	12 " .....	62 80
Commanda and Restoule.....	T. H. Smith.....	10	2	12 " .....	120 00
Concord and Railway Station.....	W. Golland.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	100 00
Connor and Palgrave Railway Stn..	W. Lavery.....	9, 12, 12, 12, 12	6	5 " (to Nov. 30, '03).	91 25
do do .....	do .....	9, 12, 12, 12, 12	6, 12	7 " from " .....	186 08
Cookston and Railway Station.....	H. Coleman.....	1	24	12 " .....	150 72
Cooksville and Railway Station....	C. R. Colwell....	1	18	12 " .....	180 00
Coopers Falls and Lewisham.....	J. Fox.....	14	3	10 " and 18 days (to May 18, '04)...	120 00
do do .....	W. Burnet.....	14	3	1 " and 13 days (from May 18, '04)...	30 21
Copetown and Orkney .....	A. P. Thompson...	3	6	12 " .....	200 00
Copper Cliff and Gertrude Mine....	W. G. Carr.....	9 <sup>1</sup> / <sub>2</sub>	2	5 " and 12 days (to Feb. 12, '04)...	76 50
Copper Cliff and Railway Station....	R. A. Waite.....	1	12	12 " .....	125 00
Copper Cliff and Sudbury.....	R. H. Jarmichael..	5	6	12 " .....	170 00
Corbetton and Railway Station....	G. L. Thompson...	30 yds.	6	12 " .....	34 00
Corsons Siding and Railway Station	S. J. Ryan.....	12 m.	3	12 " .....	101 00
Corwhin and Railway Station.....	N. D. Fetter.....	10	6	12 " .....	285 00
Coulson and Orillia.....	A. C. McIntyre....	16	6	12 " .....	420 00
Craigie Lea and Gregory.....	T. Waters.....	5	1, 2	Season 1903-04.....	58 00
Craigie Lea and Wharf.....	do .....	3 <sup>1</sup> / <sub>2</sub>	6	" .....	22 20
Craigleith and Railway Station....	A. Fleming.....	1 <sup>1</sup> / <sub>2</sub>	6	12 months.....	48 00
Crawford and Elmwood.....	J. Teasdale.....	9	3	12 " .....	153 00
Credit Forks and Railway Station..	W. Ramsay.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	60 00
Creemore and Lavender.....	D. M. Lackie.....	13	6	12 " .....	345 00
Creemore and Railway Station.....	A. Gillespie.....	1 <sup>1</sup> / <sub>2</sub>	24	6 " (to Dec. 31, '03).	47 40
do do .....	J. A. Ackitt.....	1 <sup>1</sup> / <sub>2</sub>	24	6 " (from Dec. 31, '03)	46 80
Creighton Mine and Railway Stn..	W. G. Carr.....	250 yds.	6	7 days (to July 7, '03)...	0 59
do do .....	do .....	250 yds.	1	6 m. and 24 d. (to Jan. 31, '04).....	3 14
do do .....	do .....	250 yds.	6	5 m. (from January 31, '04).....	11 74
Creswell and Mail Changing Post..	I. Johnston.....	1 <sup>1</sup> / <sub>2</sub>	12	12 " .....	50 00
Crieff and Puslinch.....	D. McDonard....	3 <sup>1</sup> / <sub>2</sub>	3	12 " .....	100 00
Crosslands and Phelpsston.....	W. F. Maguire....	19	3	12 " .....	300 00
Crowland and Welland.....	J. McQueen.....	4	3	12 " .....	109 00
Cruikshank and Shallow Lake.....	D. Cameron.....	3 <sup>1</sup> / <sub>2</sub>	3	12 " .....	75 00
Crystal Beach and Railway Station.	T. Snyder.....	1 <sup>1</sup> / <sub>2</sub>	12	Part of seasons 1903 & '04.	27 60
Crystal Beach and Wharf.....	H. A. Snyder.....	1 <sup>1</sup> / <sub>2</sub>	12	" .....	17 50
Cutler and Railway Station.....	N. N. Wright....	1 <sup>1</sup> / <sub>2</sub>	12	12 months .....	156 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					\$ cts.
Darlington and Railway Station...	F. T. Guy.....	30 rods.	12	6 mos. (to Dec. 31, '03)..	12 07
do do	J. Langmuir.....	1 $\frac{1}{4}$ m.	12	6 " from " ..	45 00
Dartmoor and Sebright .....	J. Johnston.....	4	3	12 " ..	81 00
Davenport and Fairbank .....	D. McComb.....	2 $\frac{1}{2}$	6	12 " ..	96 00
Davenport and Railway Station...	W. Rowntree.....	50 yds.	12	12 " ..	50 00
Deerhurst and Gilford .....	R. Baynes.....	4 $\frac{1}{2}$ m.	6	12 " ..	155 00
Deer Park and North Toronto					
Branch P.O. ....	J. V. Spear.....	1	6	12 " ..	75 00
DeGrassi Point and Lefroy.....	H. R. Nesbitt.....	1 $\frac{1}{4}$	12	Part of seasons 1903-'04..	48 00
Depot Harbour and Railway Stat'n.	J. K. Meredith.....	100 yds.	12	12 months.....	50 00
Derby Mills and Owen Sound Road	R. Robertson.....	$\frac{1}{2}$ m.	3	12 " ..	24 00
Desbarats and Railway Station...	J. P. Quinn.....	200 yds.	12	12 " ..	60 00
Desboro and Dobbinton.....	G. Tough.....	19 $\frac{1}{4}$	3	12 " ..	234 00
Don and Toronto .....	A. M. Gray.....	8	6	12 " ..	325 00
Dongola and Kinmount.....	J. L. Davis.....	5 $\frac{1}{2}$	2	12 " ..	54 00
Dovercourt and Railway Station...	J. A. Hopkins.....	1 $\frac{1}{4}$	6	12 " ..	100 00
Downeyville and Omenee.....	B. Downey.....	5 $\frac{1}{2}$	6	12 " ..	160 00
Downsview and Railway Station...	P. Boake.....	$\frac{1}{2}$ m.	6	12 " ..	100 64
Dromore and Holstein.....	P. Sterne.....	9	6	12 " ..	199 68
Dromors and Thistle.....	W. W. Ramage.....	4 $\frac{1}{2}$	3	12 " ..	75 00
Drumquin and Milton.....	J. Curry.....	18	6	12 " ..	300 00
Dunbarton and Toronto .....	G. Falconer.....	19 $\frac{3}{4}$	6	12 " ..	570 00
Dunchurch and Parry Sound .....	R. A. Creasor.....	28	3	12 " ..	300 00
Dunchurch and Whitestone.....	J. E. Cox.....	11 $\frac{3}{4}$	3	12 " ..	150 00
Dundalk and Hopeville.....	J. H. Scott.....	9	6	12 " ..	230 00
Dundalk and Kingscote.....	J. Phelan.....	13	2	12 " ..	145 00
Dundalk and McIntyre.....	F. W. Hibbert.....	13 $\frac{1}{2}$	6	12 " ..	350 00
Dundalk and Railway Station...	T. Hanbury.....	$\frac{1}{2}$ m.	24	12 " ..	125 60
Dundas and Sheffield.....	G. Hendrie.....	14	6	12 " ..	293 00
Dunnett and Monetville, Monetville					
and Sturgeon Falls.....	C. Monette.....	35, 30	1	5 " (to Nov. 30, '03).	62 50
do do	C. Simon.....	35, 30	1	2 " (to Jan. 31, '04).	37 50
Dunnet and St. Charles.....	J. Degroseillier.....	3 $\frac{1}{2}$	2	12 " ..	52 00
Dunnet and Warren.....	P. Lepansie.....	9 $\frac{1}{2}$	2	12 " ..	129 00
Dunn's Valley and Ophir.....	A. Cooper.....	7	1	12 " ..	52 00
Dunnville and Railway Station...	J. McGraw.....	$\frac{1}{4}$	24	12 " ..	95 00
Dunnville and Welland Park .....	L. Durham.....	12	6	12 " ..	303 00
Dunnsford and Lindsay.....	F. E. Gordon.....	10	6	Part of seasons 1903-1904	123 75
Duntroon and Maxville.....	W. Scott.....	14	6	12 months.....	316 00
Duntroon and Railway Station...	J. Russell.....	$\frac{1}{2}$	24	12 " ..	314 00
Durham and Flesherton Ry. Station	W. W. Trimble.....	14 $\frac{1}{2}$	6	12 " ..	469 00
Durham and Railway Station.....	J. A. Gowanlock.....	$\frac{1}{4}$	12	8 " (to Feb. 29, '04).	64 22
do do	J. Schultz and J. Vollett.....	$\frac{1}{4}$	12	3 " and 13 days (to June 13, '04)..	25 02
do do	do	$\frac{1}{4}$	24	17 days from " ..	9 28
Durham and Walkerton.....	W. Caldwell.....	16 $\frac{1}{2}$	6	12 months.....	278 00
Earncliffe and Rosemont .....	E. Bradley.....	5 $\frac{1}{2}$	6	12 " ..	200 00
Echo Bay and Echo River.....	A. Findlay.....	3	1	12 " ..	52 00
Echo Bay and Railway Station...	D. Robertson.....	$\frac{1}{16}$	6	12 " ..	78 50
Echo Bay and Sylvan Valley.....	S. R. Haldenby.....	6 $\frac{1}{2}$	2	12 " ..	110 00
Eden Mills and Guelph.....	P. Ryle.....	16	6	12 " ..	250 00
Edgar and Hawkstone Railway Stn.	T. W. Montgo-				
merly .....	merly.....	12	6	12 " ..	300 00
Edgeley and Thornhill Railway Stn.	J. Burkholder.....	2	12	12 " ..	188 40
Egbert and Mail Changing Post..	E. Gibson.....	3	6	12 " ..	90 00
Elcho and Smithville.....	E. Harrington.....	8 $\frac{1}{2}$	3	12 " ..	125 00
Elder and Mono Centre.....	W. S. Thompson.....	4 $\frac{1}{2}$	2	12 " ..	60 00
Elders Mills and Railway Station...	D. Elder.....	$\frac{1}{4}$	6	12 " ..	60 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Elia and Railway Station.....	J. Tisdale .....	$\frac{1}{2}$	6	12 months.....	70 00
Elizabeth and Port Hope.....	J. T. Beatty .....	32	6	12 "	398 00
Elmbank and Malton .....	J. Harrison .....	20	6	12 "	252 48
Elmvale and Gibson.....	J. P. Dean .....	9	3	12 "	128 00
Elmvale and Railway Station.....	A. T. Cooper.....	$\frac{1}{2}$	18	12 "	100 00
Emerson and Huntsville.....	S. T. Young.....	10	1	12 "	50 00
Emery and Railway Station.....	J. Watson.....	$\frac{1}{4}$	6	12 "	100 00
Emsdale and Railway Station.....	G. B. Murphy..	$\frac{1}{4}$	12	12 "	60 00
Ennis and Loretto .....	A. W. Burke.....	$3\frac{1}{2}$	2	12 "	50 00
Ennismore and Frankhill.....	C. Lowes.....	6	1	12 "	70 00
Ennismore and Kings Wharf .....	J. O'Leary .....	9	2	12 "	68 00
Epping and Flesherton.....	J. Sherwood.....	15 $\frac{1}{2}$	6	12 "	313 00
Epping and Meaford.....	S. R. Hawkins..	17 $\frac{1}{2}$	6	12 "	510 00
Erasmus and Grand Valley.....	E. Holborn.....	13 $\frac{1}{2}$	3	3 " (to Sept. 30, '03).	50 00
Erin and Guelph .....	J. Gibson.....	20	6	12 "	380 00
Erin and Railway Station.....	I. M. Teeter .....	1	12	12 "	80 00
Espanola and Mail Catch Post.....	The Spanish River Pulp Co.	14	6	12 "	75 00
Fairbairn and Fenelon Falls.....	T. E. Tiers.....	8	2	12 "	90 00
Fairholme and Lorimer Lake.....	W. C. Ferris.....	6	2	5 " and 13 days (from Feb 17, '04)...	22 25
Fair Valley and Warminster.....	P. Thornton.....	4	3	1 " (to Aug. 1, '03)...	5 83
do do .....	J. Thornton.....	4	3	11 " from " .....	64 16
Falding and Otter Lake Ry. Station	F. P. Ranking.....	14	12	12 "	188 40
Falkenburg Stat'n and Port Carling	A. Ennis.....	16 $\frac{1}{2}$	6	Part of seasons 1903-1904	239 86
Falkenburg Station and Ry. Station	W. Naismith.....	16	12	3 mos. (to Sept. 30, '03).	19 75
do do .....	do .....	12	3	3 " (to Dec. 31, '03)...	23 50
do do .....	do .....	18	5	" and 13 days (to June 13, '04)...	47 87
do do .....	do .....	$\frac{1}{2}$	6	17 days from " .....	2 00
Falkenburg Station and Windemere	D. Fife, jr.....	17 $\frac{1}{2}$	3	12 months.....	300 00
Fawkham and Washago Ry. Station	A. B. McDowell	3 $\frac{1}{2}$	6	12 "	109 90
Fawn and Mail Changing Post.....	J. Waldron.....	$\frac{1}{2}$	18	10 " and 4 days (to April 4, '04)...	25 02
Fenelon Falls and Railway Station.	H. Brooks .....	$\frac{1}{2}$	18	12 "	89 48
Fenwick and Railway Station.....	A. Rice .....	$\frac{1}{2}$	12	12 "	78 50
Fenwick and St. Johns West.....	J. A. McQueen..	9	6	12 "	275 00
Fenwick and Welland.....	J. C. Ball .....	10 $\frac{1}{2}$	6	12 "	318 75
Fergus and Living Spring.....	W. Marshall.....	6	2	12 "	75 00
Fern Glen and Railway Station.....	H. Tebby.....	14	3	12 "	70 65
Fesserton and Railway Station.....	R. Jancowski.....	14	24	12 "	113 04
Fetherston and Parry Sound .....	M. A. Peake.....	2	3	12 "	100 00
Feversham and Flesherton .....	J. Sample.....	12	6	12 "	209 00
Feversham and Lady Bank.....	T. Paul.....	5	2	12 "	66 00
Fingerboard and Sonya.....	R. Mease, sr.....	2 $\frac{1}{2}$	3	12 "	85 00
Fleetwood and Franklin.....	J. Shea.....	2	6	12 "	83 50
Flesherton and Railway Station.....	W. W. Trimble..	14	24	12 "	149 00
Flesherton and Vandeleur.....	S. Gilbert.....	6 $\frac{1}{2}$	3	12 "	143 75
Fort Erie and Railway Station.....	H. Plato.....	14	30	12 "	350 00
Foxmead and Railway Station.....	T. S. Van Valkenburg.....	$\frac{1}{4}$	6	1 " 27 days (to Aug. 27, '03).....	9 13
do do .....	W. Black.....	$\frac{1}{4}$	6	10 " 4 dys. from " .....	50 86
Franconia and Railway Station.....	R. C. Graves.....	7 $\frac{1}{2}$	6	12 "	115 80
Franklin and Railway Station.....	H. E. Tripp and Son.....	100 feet.	12	12 "	70 00
Freelton and Hamilton.....	J. Foster.....	14 $\frac{1}{2}$	6	12 "	220 00
Freelton and Mountsberg.....	J. Mount.....	3 $\frac{1}{2}$	3	12 "	78 00
Freeman and Railway Station.....	E. B. Freeman.....	$\frac{1}{4}$	30	12 "	125 60

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Galt and Sheffield.....	W. D. Smith.....	6	6	12 months.....	109 00
Gamebridge and Railway Station.....	D. McBain.....	1½	12	12 ".....	87 92
Garden River and Railway Station.....	A. W. Cunningham.....	1½	3	3 " (to Oct. 1, '03).....	19 50
do do.....	do.....	1½	3	3 " from ".....	117 50
Garry Owen and Owen Sound.....	J. T. Godfrey.....	10	3	12 ".....	196 00
Gas Line and Mail Catch Post.....	E. Michener.....	½	6	12 ".....	25 00
Georgetown and Glen Williams.....	L. Lewis.....	2	12	12 ".....	152 00
Georgetown and Railway Station.....	E. McCannah.....	½	18	3 " (to Sept. 30, '03).....	31 25
do do.....	W. Hall.....	½	18	9 " from ".....	112 50
Georgina Island and Virginia.....	C. Bigcanoe.....	4	2	12 ".....	40 00
Germania and Uffington.....	W. Stamp.....	2½	6	12 ".....	85 00
Gertrude Mine and Railway Station.....	J. T. O'Connor.....	50 yds.	6	7 " (to July 7, '03).....	0 59
do do.....	do.....	50 yds.	1	7 " 8 days (to Feb. 15, '04).....	3 14
do do.....	do.....	50 yds.	6	4 " 14 dys. from ".....	35 36
Gilchrist and Shanty Bay.....	H. Gilchrist.....	4	3	2 " 18 days (to Sept. 18, '03).....	16 10
do do.....	do.....	4	6	9 " 12 dys. from ".....	117 79
Gilford and Railway Station.....	J. A. Blain.....	½	24	12 ".....	30 00
Glanmorgan and Millbrook.....	A. Hanna.....	2	6	12 ".....	125 00
Glandine and Railway Station.....	R. M. Taylor.....	2	3	12 ".....	78 50
Glanford and Railway Station.....	H. Clark.....	½	6	12 ".....	69 08
Glenarm and Woodville.....	S. Dumont.....	22	6	12 ".....	299 00
Glencairn and Railway Station.....	S. T. Stephens.....	½	6	12 ".....	50 00
Glen Eden and Mount Forest.....	R. Clark.....	½	6	12 ".....	75 00
Glen Huron and Railway Station.....	J. R. Hamilton.....	1½	6	12 ".....	140 00
Glenila and Maple Island.....	C. Lorenz.....	5	1	12 ".....	65 00
Glen Major and Myrtle.....	C. Hartle.....	7	6	12 ".....	134 00
Glen Orchard and Stanley Brae.....	N. Orchard.....	8	6	Part of seasons 1903-'04.....	92 40
Glen Orchard and Whiteside.....	do.....	1½	3	" ".....	31 50
Glenville and Newmarket.....	T. Somerville.....	3½	6	12 months.....	120 00
Goldenburgh and Sowerby.....	J. Ralph.....	6	1	12 ".....	75 00
Goodwood and Railway Station.....	E. J. Glenn.....	½	12	2 " (to Aug. 31, '03).....	6 66
do do.....	J. Hackney.....	½	12	10 " from ".....	33 33
Gordon Bay and Stanley Brae.....	C. Barnes.....	7½	3	Part of seasons 1903-'04.....	96 48
Gordon Lake and Leeburn.....	N. Morrison.....	7	1	12 months.....	61 25
Gordon Lake and Railway Station.....	J. W. Alderson.....	8½	3	12 ".....	195 00
Gore Bay and Ice Lake.....	R. Brett.....	7	2	Part of seasons 1903-'04.....	41 00
Gore Bay and Kagawong.....	W. Cosby.....	12	3	" ".....	84 00
Gore Bay, Meldrum Bay and Gore Bay and Silver Water.....	W. Kemp.....	58 & 42	2	12 months.....	450 00
Gore Bay and Providence Bay.....	J. Mastin.....	27½	2	12 " and arrears.....	308 11
Gore Bay and Spanish River Station.....	J. Purvis.....	24 & 33	6 & 3	Part of seasons 1903-'04.....	673 00
Goring and Rocklyn.....	A. Williamson.....	4	3	12 months.....	70 00
Gormley and Unionville.....	R. Campbell.....	22½	6	12 ".....	276 66
Goulais Bay and Sault Ste. Marie.....	A. McAuley.....	26	1	12 ".....	399 99
Grand Valley and Peepabun.....	G. Dickson.....	3½	12	".....	40 00
Grand Valley and Railway Station.....	J. & F. Sargent.....	1	24	12 ".....	120 56
Grand Valley and Wesley.....	E. Holborn.....	13½	3	9 " (from Oct. 1, '03).....	150 00
Granite Hill and Mandeville.....	I. Langford.....	5	1	5 " 16 days (from Jan. 16, '04).....	11 46
Grassy's Corners and Kimbo.....	W. Newnham.....	4½	3	12 ".....	90 00
Grassy's Corners and Railway Stn.....	R. H. Felker.....	½	6	12 ".....	80 00
Gravenhurst and Leg Lake.....	J. Paterson.....	11	1	12 ".....	67 00
Gravenhurst and Railway Station.....	W. H. Johns.....	½	36	12 ".....	234 72
Gravenhurst and Uffington.....	J. Crozier.....	11	3	12 ".....	103 00
Gravenhurst and Walker's Point.....	H. Bradley.....	14	1	Part of seasons 1903 & '04.....	50 00
Gravenhurst and West Gravenhurst.....	J. Groh.....	2	6	12 months.....	125 00
Gravenhurst and Wharf.....	J. Skitch.....	13	12	Part of seasons 1903 & '04.....	64 80
Greenbank and Blackwater Junction.....	E. Dusty.....	5½	6	12 months.....	135 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Green Bay and Honora.....	L. W. Ferguson.	9	2	6 mos. (to Dec. 31, '03..	42 50
Green Bay and Sheguindah.....	J. Lane.....	7	2	6 " (to Dec. 31, '03..	40 00
do do.....	L. W. Ferguson.	7	2	6 " from " ..	35 34
Green River and Railway Station..	M. R. Hoover...	1½	12	12 " ..	135 00
Grenfel and Railway Station ....	T. Young.....	2½	2	12 months.....	78 00
Grimsby Park.....	E. A. Chown....	1½	24	Part of seasons 1903-1904..	37 00
Guelph and Hamilton.....	W. Reed.....	31½	6	12 months ..	727 00
Guelph and Shiloh.....	G. H. Oakes....	15½	3	12 " ..	179 00
Guelph and Street Letter Boxes...	J. Gibson.....	5	13	12 " ..	165 00
Guthrie and Oro Railway Station..	W. Mitchell....	3½	6	12 " ..	165 00
Hamilton and Hunter St. Station..	The Canadian Transfer Co...	1½	6	12 " ..	25 00
Hamilton and Kilbride.....	W. Small.....	15½	6	12 " ..	197 00
Hamilton and King Street Station.	The Canadian Transfer Co...	1½	24	6 " (to Jan. 9, '04)...	52 47
do do ..	do ..	3	12	5 " 22 d. from " ..	23 76
Hamilton Letter Carrier Service...	The Hamilton Street Car Co.	.....	.....	12 " ..	900 00
Hamilton and Street Letter Boxes..	W. Brindle.....	5, 17	1,18,24	12 " ..	1,040 00
Hamilton and Railway Station ....	The Canadian Transfer Co...	1½	12	12 " ..	62 80
do do ..	do ..	1½	12	12 " ..	50 00
do do ..	do ..	1½	12	12 " ..	50 00
Hamilton Special Christmas De- livery.....	Electric Parcel Delivery.....	.....	.....	.....	2 00
Hamilton Beach and Ry. Station ..	J. Hughes.....	3½	12	12 " ..	48 00
Hamlet and Severn Bridge ..	N. E. Bennett...	6½	2, 6	12 " ..	75 00
Hampton and Solina.....	B. G. Stevens...	2½	6	12 " ..	95 00
Hanover and Letter Box ..	W. Wendorf....	240 yds	24	14 days (from June 17, '04)	00 96
Hanover and Mulock.....	C. A. Wendorf..	10½	3	4 " (to Oct. 31, '03) ..	46 00
do do ..	do ..	10½	3	8 " from " ..	113 59
Hanover and Railway Station ..	W. Wendorf....	18	12	12 " ..	90 00
Harrisburg and Troy.....	A. Misner.....	4	6	12 " ..	157 00
Harrisburg and Weir.....	A. Pepper.....	2½	3	12 " ..	75 00
Hartfell and Vavasour.....	J. Duke.....	6	1	12 " ..	90 00
Hatherton and Maxwell.....	M. Scilley.....	4½	2	12 " ..	60 00
Hawkstone and Railway Station...	T. Linton.....	1½	6	12 " ..	32 00
Hekkla and Rosseau.....	A. Helgason....	6	1	12 " ..	52 00
Hereward and Belwood Ry. Station	E. Hanna.....	4½	6	12 " ..	113 00
Heron Bay and Railway Station...	J. Miller.....	.....	12	12 " ..	75 00
Hewitt and Railway Station.....	J. B. Hewitt....	.....	6	12 " ..	45 00
Highfield and Mail Catch Post ..	A. Samson.....	.....	6	12 " ..	36 00
Hillsburgh and Railway Station...	J. Carmichael..	.....	6	12 " ..	80 00
Hillsdale and Hobart.....	C. E. Smith....	7	3	12 " ..	100 00
Hillsdale and Mount St. Louis...	J. Coulson....	4	3	12 " ..	75 00
Hoath Head and Owen Sound ..	J. Fisher.....	7	2	12 " ..	90 00
Hockley and Mono Centre.....	A. Beatty.....	11	6	12 " ..	394 00
Holland Centre and Ry. Station...	E. Holmes.....	1½	24	12 " ..	90 75
Holland Landing and Ry. Station...	W. Luck.....	1½	24	12 " ..	75 36
Holstein and Orchard.....	J. Mark.....	4	6	12 " ..	125 60
Holstein and Railway Station.....	A. Doupe.....	3½	12	12 " ..	65 00
Honeywood and Railway Station ..	J. Grummett....	12	6	12 " ..	274 00
Honora and Little Current.....	D. Hay.....	13	2	6 " (from Jan. 1, '04)	70 00
Honora and Rockville.....	J. Spry.....	9	1	12 " ..	35 00
Hotham and Nipissing.....	J. Steele.....	6	1 & 2	12 " ..	59 94
Humber and Weston.....	P. Harris.....	8	6	12 " ..	221 00
Humber Bay and Swansea Railway Station .....	C. W. Hughes..	1	12	12 " ..	150 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Humberstone and Railway Station.	A. J. Barth. ....	$\frac{1}{2}$	24	12 months.....	137 68
Huntsville, Fox Point, and Dwight.	The Huntsville, Lake of Bays, and Lake Simcoe Navigation Co. ....	20 $\frac{1}{2}$	6, 3	12 " .....	400 00
Huntsville and Railway Station....	D. Kernaghan..	$\frac{3}{4}$	30	11 " 13 d. (to June 13, '04).....	261 40
do do .....	do ..	$\frac{3}{4}$	36	11 " 18 d. from " ..	16 31
Huntsville and Ravenscliffe.....	H. Whinney....	5 $\frac{1}{2}$	2	12 months.....	65 00
Huntsville and Williamsport .....	H. N. Gerhart..	10	1	12 " .....	50 00
Ilfracombe and Novar.....	J. Malkin .....	8	3	10 " (to Apr. 30, '04)..	125 00
do do .....	F. C. Taylor ..	8	3	2 " from " ..	25 00
Inglewood and Railway .....	J. Scott.....	$\frac{1}{2}$	12	12 " .....	78 00
Inholmes and Orrville.....	G. Reid.....	19	2	12 " .....	187 00
Innisfil and Stroud .....	G. Barclay.....	3	6	12 " .....	125 00
Irish Lake and Priceville .....	A. J. Black.....	7 $\frac{1}{2}$	2	12 " .....	75 00
Ironbridge and Skibo.....	A. Fraser.....	5	2	12 " .....	52 00
Ironbridge and Thompson.....	W. J. Bebarriell	8	2	12 " .....	100 00
Isbester and Mail Catch Post.....	L. Garnett.....	150 ft.	3	" 28 d. (from Mar. 3, '04).....	00 32
Islington and Railway Station.....	E. S. Musson...	$\frac{1}{2}$	6	12 months.....	93 60
Ivy and Thornton Railway Station.	W. Reid.....	4 $\frac{1}{2}$	6	12 " .....	200 00
Jackfish and Railway Station.....	P. A. Nicol.....	$\frac{1}{4}$	12	12 " .....	50 00
Jackson and Owen Sound.....	W. Caswell.....	6	6	12 " .....	188 00
Jackson's Point and Ry. Station...	W. Morton.....	2	12	Part of seasons 1903-'04.	62 50
Janetville and Pontypool.....	W. Foster.....	29	6	12 months.....	380 00
Jarlsberg and Railway Station.....	J. Nelson.....	$\frac{1}{2}$	12	12 " .....	110 00
Jerseyville and Railway Station .....	S. M. Bishop....	$\frac{1}{2}$	6	12 " .....	43 48
Jocelyn and Richards Landing .....	W. W. Kent.....	14 $\frac{1}{2}$	2	12 " .....	150 80
Jordan and Railway Station.....	A. S. Moyer.....	1 $\frac{1}{4}$	12	12 " .....	95 00
Jordan and Vineland.....	do .....	1 $\frac{1}{2}$	6	12 " .....	75 00
do do .....	do .....	1 $\frac{1}{2}$	6	Season 1904.....	7 80
Jordan Harbour and Jordan St'n, P. O.....	S. H. Rittenhouse	2 $\frac{1}{2}$	6	12 months.....	75 00
Juddhaven and Port Carling .....	A. Ennis.....	14	2	Part of seasons 1903-'04..	90 00
Katrine and Orange Valley..	R. White.....	6	1	12 months.....	40 00
Katrine and Railway Station .....	M. A. Mawhin- ney.....	$\frac{1}{8}$	6	12 " .....	97 34
Katrine and Mail Catch Post.....	J. W. Sutherland	60 yds.	12	12 " .....	35 00
Kearney and Railway Station .....	R. McConkey..	$\frac{1}{2}$ m.	12	12 " .....	93 00
Kearney and Land Lake.....	J. Hunter.....	8	1	12 " .....	65 00
Keldon and Shelburne.....	W. T. McKee ..	10	2	12 " .....	140 00
Kells and Powassan.....	H. Anderson....	9	1	12 " .....	60 30
Kells and Christies Siding.....	R. E. Allan.....	$\frac{1}{2}$ m.	6	12 " .....	60 00
Kemble and Wolesey.....	W. G. Vanstone.	5 $\frac{1}{2}$	1	12 " .....	47 00
Keswick and Roach's Point.....	F. E. Sherman..	3	6	12 " .....	139 00
Kettleby and Metropolitan Electric Railway Station.....	S. Hilborn.....	1 $\frac{1}{2}$	24	2 " and 26 d. (to Jan. 4, '04).....	148 00
do do .....	C. Shropshire...	1 $\frac{1}{2}$	24	9 " broken period....	81 20
Kilgory and Whitefield.....	M. Lloyd.....	4 $\frac{1}{2}$	2	12 " .....	60 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					S cts.
Killarney and Little Current.....	{ C. Noble and J. Lamorandière }	20	3	Season 1903-'04.....	209 57
Killean and Railway Station.....	D. Ferguson.....	1½	6	12 months.....	107 40
Killyleagh and Thornton.....	W. Hicks.....	3	2	6 " (to Dec. 31, '03)...	25 00
Kilmanagh and Mono Road St'n.....	M. Stonehouse.....	3	3	12 " .....	69 00
Kilworthy and Mail Catch Post.....	G. A. Lehmann.....	200 yds.	12	" .....	30 00
Kilworthy and Morrison Lake.....	J. D. Smith.....	8	1	12 " .....	65 00
Kilworthy and Sparrow Lake.....	A. Wiancko.....	4½	6, 2	12 " .....	78 50
King and Railway Station.....	J. McDonald.....	4½	6	12 " .....	110 00
King and Strange.....	A. McDonald.....	4½	6	12 " .....	198 00
Kinghurst and Morrisburg.....	M. D. McClure.....	5½	2	12 " .....	60 00
Kinmount and Railway Station.....	G. Train.....	4	12	12 " .....	50 00
Kipling and Warren.....	O. England.....	9	1	12 " .....	90 00
Kirkfield and Rohallion.....	R. Whalen.....	7½	2	12 " .....	80 00
Kirkwall and Rockton.....	R. Riddle, jr.....	17½	6	10 " (to Apr. 30, '04)...	119 96
do do.....	J. Harper.....	17½	6	2 " from " .....	25 00
Kleinburg and Railway Station.....	J. Cairns.....	1½	12	12 " .....	150 00
Knatchbull and Speyside.....	T. B. Akins.....	9½	3	4 " and 9 d. (to Nov. 9, '03).....	49 83
do do.....	W. Lambert.....	9½	3	7 " and 21 d. (from Nov. 9, '03).....	90 16
Kolapore and Ravenna.....	S. A. Wilson.....	5	6	7 " and 8 d. (to Feb. 8, '04).....	96 70
do do.....	do.....	5½	6	4 " and 21 days (from Feb. 8, '04).....	69 62
Lafontaine and Penetanguishene...	F. Longpré.....	8	6	12 " .....	268 00
Laird and MacLennan.....	C. Venn.....	4½	2	12 " .....	78 00
Lake Charles and Oxenden.....	R. Tupper.....	5	3	12 " .....	109 00
Lambton Mills and Railway St'n.....	{ J. Harris... J. McClinchy... }	4	18	12 " .....	135 00
Larchwood and Railway Station...	W. H. Fisher.....	300 yds.	6	4 " and 16 d. (to Nov. 16, '03).....	30 21
do do.....	G. Wright.....	300 yds.	6	7 " and 14 days (from Nov. 16, '03).....	49 78
Leaside Junction and Railway St'n.....	J. H. Lea.....	300 yds.	12	12 " .....	12 00
Leaskdale and Railway Station.....	W. H. Oliver.....	13m.	6	12 " .....	271 00
Lee Valley and Webbwood.....	A. Edgeley.....	6½	3	12 " .....	144 00
Lefaiave's Corners and Mail Catch Post.....	D. W. McNamara.....	3	1	12 " .....	55 00
Lefroy and Railway Station.....	J. G. Douse.....	7½	12	12 " .....	31 40
Lernmonville and Stouffville.....	G. Brownberger.....	16	6	12 " .....	149 00
Leskard and Newcastle.....	T. W. Jackson.....	10	6	12 " .....	300 00
Leskard and New Park.....	R. Miller.....	4	2	12 " .....	55 00
Lily Lake and Manitowanning.....	S. T. Norton.....	7	1	12 " .....	50 00
Lindenwood and Presqu'Isle.....	G. Shaw.....	5	1	12 " .....	40 00
Lindsay and Railway Station.....	W. W. Workman.....	½	48	12 " .....	195 00
Lindsay and Street Letter Boxes.....	P. O'Reilly.....	5½	18	12 " .....	115 00
Lindsay and Wharf.....	A. F. Palen.....	5½	19	Part of seasons 1903-'04.....	30 00
Linton and Cleinburg Railway St'n.....	D. Stewart.....	13½	6	12 months.....	375 00
Lisgar and C.P.R. Station.....	W. B. Chambers.....	1	6	12 " .....	85 00
Lisle and Railway Station.....	R. H. Little.....	½	6	12 " .....	25 00
Little Britain and Railway Station.....	D. J. Yerex.....	2	18	12 " .....	160 00
Little Britain and Valentia.....	D. J. Sharpe.....	5½	6	12 " .....	150 00
Little Current and Manitowanning.....	W. H. Hurlburt.....	21	6	Season 1903-'04.....	227 13
Little Current and Massey Railway Station.....	A. McEachern.....	26	3, 6	" " .....	400 00
Little Current and Sheguindan.....	W. Coughill.....	8	3	12 " .....	125 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Little Rapids and Thessalon.....	W. Kerr.....	4	4	12 months.....	104 00
Livingstone Creek and Thessalon..	A. McKiggan....	6	2	8 " (to Feb. 29, '04).	49 65
do do	do .....	6	3	4 " from " ..	38 01
Lloydton and Schomberg Railway Station.....	J. McDougall....	1 1/4	18	62 days (to Dec. 19, '03)..	62 00
Lloydton, Tuam and Ry. Station.	do .....	1 1/4 & 3/4	12 & 6	10 " (to Dec. 31, '03)..	20 00
Lloydton and Railway Station....	J. Baird.....	1 1/4	12	1 month 12 dys. (to Dec. 21, '03).....	112 12
Lloydton and Tuam.....	do .....	4	6	3 " 25 days (from Mar. 7, '04)...	63 73
Lockton and Railway Station.....	W. A. Kenny....	1 1/2	6	12 " .....	98 00
Long Branch and Railway Station.	A. R. Buckles..	1 1/2	12	Part of seasons 1903 & 1904	28 25
Longford Mills and Railway Station	W. Thomson....	1 1/2	12	12 months.....	60 00
Lorimer Lake and McKellar's.....	W. C. Ferris....	10	1	7 " 17 d. (to Feb. 17, '04).....	31 45
Loring and Stopping Place.....	J. Kyle.....	22	3	12 " .....	280 00
Lorne Park and Railway Station..	A. Shaver.....	1 1/2	12	12 " .....	40 00
Lorneville and Railway Station....	S. Cameron.....	1 1/2	12	8 " (to Feb. 29, '04).	41 80
do do	do .....	1 1/2	24	4 " from " ..	42 00
Lowbanks and Bolton Ditch Cross- ing .....	W. W. Michener	3 1/4	6	12 " .....	80 00
Lowville and Milton.....	J. Colling .....	7	6	12 " .....	213 20
McNab and St. Catharines.....	W. Bogardus....	6	6	12 " .....	132 14
MacLennan and Tarbutt Crossing.	M. MacLennan..	4	3	8 " (to Feb. 29, '04).	86 66
MacLennan and Desbarats Railway Station.....	do .....	5 1/2	6	4 " from " ..	86 66
Macville and Railway Station.....	A. Hope.....	1 1/2	6	12 " .....	60 00
Magnetawan and Spence.....	R. Brown.....	7	3	12 " .....	95 00
Malta and Severn Bridge.....	T. Whyte .....	4	2	12 " .....	60 00
Malton and Nortonville .....	W. Rollings .....	22	6	12 " .....	283 00
Manchester and Railway Station.	M. E. Fitchett..	1 1/4	12	12 " .....	70 00
Manilla and Railway Station.....	D. King.....	1 1/2	12	12 " .....	122 46
Manitowaning and Providence Bay.	A. Mitchell.....	42 1/2	2	12 " .....	414 28
Manitowaning and Wikwemikong.	J. Alger.....	6	3	12 " .....	117 00
Mansewood and Railway Station..	I. Wooding.....	1 1/2	6	12 " .....	50 00
Manvers Station and Railway Stn.	W. Porter.....	1 1/2	6	12 " .....	80 00
Maple and Railway Station.....	R. Rumble.....	1 1/2	18	12 " .....	109 48
Maple and Vellore .....	do .....	11 1/2	6	12 " .....	190 00
Maple Lake Station Post Office and Maple Lake Railway Station....	T. Belanger....	100 yds.	6	Season 1903-04.....	13 40
Marden and Railway Station.....	J. Burns.....	3 1/4	6	12 months.....	78 50
Markdale and Railway Station....	J. Chapman.....	3 1/4	24	12 " .....	157 00
Markdale and Traverston .....	T. Smith.....	10	3	12 " .....	119 16
Markham and Railway Station....	W. Michael.....	1 1/2	24	12 " .....	90 00
Markstay and Railway Station....	A. P. Lefebvre..	1 1/2	12	12 " .....	160 00
Marksville and Desbarats Railway Station .....	H. A. Duncan..	9 1/2	6	12 " .....	469 48
Marksville and Milford Haven .....	J. E. Murphy....	8	2	2 " 28 days (from April 2, '04)...	26 00
Marksville and Tenby.....	J. Sheldon.....	15	2	12 " .....	127 48
Marshville and Winfleet Ry. Station	R. Haynes, jr. .	3 1/2	12	12 " .....	150 00
Marshville and Hillsborough Rail- way Station .....	D. McDougall..	7 1/2	6	12 " .....	248 80
Massey Station and Railway Station	W. N. H. Bowers	20 rods.	12	3 " (to Sept. 30, '03).	18 96
do do	do .....	20 rods.	12	9 " from " ..	117 50
Meadowvale and Railway Station..	C. W. Switzer..	1/2 m.	12	12 " .....	150 00
Meaford and Owen Sound.....	F. Thomson.....	20	12	12 " .....	360 00
Meaford and Railway Station.....	J. Uffland.....	1 1/2	24	12 " .....	93 60
Meaford and Walters Falls.....	J. Murray.....	22	3	12 " .....	288 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mecunoma and Rye.....	W. Hauschild..	4	3	12 months.....	80 00
Melancthon and Mail Changing Post	J. Brown.....	$\frac{1}{4}$	12	12 " .....	100 48
Melville Cross and Railway Station	H. Scott.....	$\frac{1}{4}$	6	12 " .....	47 13
Michipicoten River and Wawa.....	J. Dion.....			Special trip.....	3 00
Michipicoten River and Ryerson Grasett Railway Station.....	M. Rothschild & Son .....	70	2	Season 1903-04.....	1,300 00
Midland and Railway Station.....	M. J. Stephens.	$\frac{1}{2}$	24	12 months.....	149 00
Midland and Penetanguishene Rail- way Station .....	A. Robitaille...	5	6	12 " .....	200 00
Midland and Vasey.....	P. Belfry.....	10	6	12 " .....	249 00
Midlothian and Royston .....	J. Russell.....	8	2	12 " .....	80 00
Midlothian and Midlothian Wharf.	do .....	$13\frac{1}{2}$	3	Part of seasons 1903 & 1904	20 00
Millbrook and Mount Pleasant...	C. H. Shield....	8	6	12 months.....	247 00
Millbrook and Railway Station .....	D. Adams.....	$\frac{3}{4}$	36	12 " .....	226 08
Millington and Upter Grove Rail- way Station .....	P. G. McDonald.	3	3	12 " .....	74 00
Milton and Railway Station.....	J. Davidson....	$\frac{1}{2}, \frac{1}{4}$	12, 24	12 " .....	225 00
Mimico and Railway Station.....	R. H. Skelton..	300 yds.	6	12 " .....	24 92
Mimosa and Orton.....	I. Cawthra.....	$4\frac{1}{2}$ m.	3	12 " .....	60 00
Mineral Springs and Railway Stn..	E. J. Sharp.....	200 ft.	6	12 " .....	25 00
Minesing and Railway Station.....	A. Ronald, jr..	2 m.	6	12 " .....	72 27
Minesing and Russelton.....	G. Miller.....	6	3	12 " .....	100 00
Missanabie and Railway Station...	J. D. McArthur.	50 ft.	12	12 " .....	70 83
Monetville, St. Charles, and Monet- ville, Sturgeon Falls .....	C. Simon.....	35-20	1-1	5 " (from Feb. 1, '04)	93 75
Mono Centre and Orangeville .....	J. A. Henry.....	$24\frac{1}{2}$	6	12 " .....	542 25
Mono Mills and Mono Road Rail- way Station.....	R. Arlow.....	9	6	12 " .....	188 00
Mono Road Station and Railway Station.....	J. P. Judge.....	$\frac{1}{10}$	12	12 " .....	36 00
Mono Road Station and Sandhill ..	J. White.....	$2\frac{1}{2}$	6	12 " .....	74 00
Montrose and Port Robinson .....	L. Furry.....	5	3	12 " .....	127 00
Morley and Woodford .....	C. E. Johnson...	7	2	12 " .....	81 66
Morrisville and Silver Water .....	J. B. Graham...	$5\frac{1}{2}$	1	12 " .....	39 00
Mortimers Point and Port Carling.	W. Mortimer....	6	2	Season 1903-04.....	40 00
Morton Park and Roaches Point...	N. Morton.....	$1\frac{1}{2}$	6	Part of seasons 1903 & '04	30 00
Mosborough and Railway Station...	J. O. Cleghorn..	$\frac{1}{8}$	12	12 months.....	90 88
Moulton and Dodge Crossing (C. P.R.).....	A. M. Hoffman.	$\frac{1}{2}$	6	12 " .....	40 00
Mount Albert and Railway Station.	P. Steeper.....	$\frac{1}{2}$	12	12 " .....	56 52
Mount Albert and Sharon .....	do .....	$7\frac{1}{4}$	6	12 " .....	177 50
Mount Albion and Rymal Railway Station.....	J. A. Davis.....	3	6	12 " .....	120 00
Mount Dennis and Railway Station	G. Marshall....	$\frac{1}{2}$	6	12 " .....	30 00
Mount Horeb and Reaboro .....	W. Elliott.....	5	3	12 " .....	100 00
Mulgrave and Ridgeway .....	C. J. Bitner....	4	3	12 " .....	78 00
Murphy and Railway Station.....	R. Morrill.....	100 yds.	12	12 " .....	25 12
Myrtle and Myrtle Station .....	C. Hartle.....	$\frac{1}{2}$	6	12 " .....	50 00
Myrtle and Railway Station.....	T. W. Ross.....	$\frac{1}{2}$	12	12 " .....	39 00
Myrtle Station P. O. and C. P. Railway Station.....	M. Ledingham..	$\frac{1}{2}$	6	3 " (to Sept. 30, '03).	7 90
do do .....	E. Harnden and L. Francis....	$\frac{1}{2}$	6	1 m. 17 d. (to Nov. 17, '03)	4 10
do do .....	W. L. Martin...	$\frac{1}{2}$	6	7 m. 13 d. from " ..	19 40
Nain Centre and Railway Station..	J. B. Hammond.	$\frac{1}{2}$	12	12 months .....	210 00
Nantyr and Mail Changing Post...	S. Spillett.....	$\frac{1}{2}$	6	12 " .....	60 00
Naughton and Catching Post.....	J. A. Windsor..	300 yds.	6	12 " .....	23 33
Nepigon and Railway Station.....	D. McDonald....	$\frac{1}{2}$	6	12 " .....	78 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Netherby and Railway Station...	J. Bauer.....	4 <sup>1</sup> / <sub>2</sub>	6	18 months.....	80 00
Neustadt and Railway Station....	A. Dunemann..	18	12	".....	141 30
Newcastle and Orono.....	T. W. Jackson..	4 <sup>1</sup> / <sub>2</sub>	6	12 ".....	155 00
New Lowell and Railway Station..	J. A. Mather, jr.	24	12	".....	37 44
Newmarket and Pine Orchard.....	T. Somerville...	4 <sup>1</sup> / <sub>2</sub>	3	12 ".....	89 00
Newmarket and Railway Station...	do.....	24	12	".....	114 00
Newmarket and Sutton West.....	R. D. Morton...	22	6	12 ".....	800 00
New Toronto and G. T. Railway Station.....	J. Twoomey....	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	100 00
Niagara-on-the-Lake and C. S. Railway Station.....	R. Warren.....	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	60 00
do do.....	do.....	12	12	Part of seasons 1903 & '04.....	35 00
Niagara and St. Catharines.....	R. J. Allen.....	12	6	12 months.....	197 00
do do.....	do.....	12	6	Season 1903-04.....	300 00
Niagara Falls and Railway Station (N. Y.).....	A. F. Crow.....	1 <sup>1</sup> / <sub>2</sub>	6	12 months.....	84 00
Niagara Falls and Queenston.....	G. Gray.....	8	6	12 ".....	390 00
Niagara Falls and Railway Station (C.S.).....	A. F. Crow.....	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	52 00
do do.....	do.....	1 <sup>1</sup> / <sub>2</sub>	6	Part of seasons 1903 & '04.....	8 67
Niagara and Street Letter Boxes...	W. H. Newman..	4 <sup>1</sup> / <sub>2</sub>	12	12 months.....	140 00
Nipissing and Powassan.....	W. J. Armstrong	10	3	12 ".....	158 00
North Keppel and Owen Sound.....	A. Carnahan....	21	6	12 ".....	650 00
Nerval and Railway Station.....	J. Hewson.....	1 <sup>1</sup> / <sub>2</sub>	6	12 ".....	100 00
Notre-Dame du Lac and Verner....	J. B. Lajeunesse	9	1	12 ".....	80 00
Nottawa and Railway Station.....	L. H. Currie....	9	12	9 " (to Apr. 1, '04).....	75 00
do do.....	D. Currie.....	1 <sup>1</sup> / <sub>2</sub>	12	3 " from ".....	39 00
Nottawa and Rob Roy.....	T. S. Freethy...	10	3	12 ".....	143 00
Novar and Railway Station.....	L. Consentine...	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	62 80
Novar and Swindon.....	W. Savage.....	5	2	12 ".....	65 00
Oakville and Trafalgar.....	J. McDermott..	4	6	12 ".....	109 00
Oakwood and Railway Station.....	W. A. Walton....	1 <sup>1</sup> / <sub>2</sub>	18	12 ".....	319 24
Omeme and Railway Station.....	I. Thornton....	1 <sup>1</sup> / <sub>2</sub>	24	9 " (to Mar. 31, '04).....	151 04
do do.....	W. J. Lamb.....	1 <sup>1</sup> / <sub>2</sub>	24	3 " from ".....	49 92
Ophir and Poplar Dale.....	W. Hill, sr....	5	1	12 ".....	45 00
Ophir and Rydal Bank.....	do.....	9 <sup>1</sup> / <sub>2</sub>	1	12 ".....	75 00
Orangeville and Railway Station and Street Letter Boxes.....	J. Henry.....	3 <sup>1</sup> / <sub>4</sub>	24-12	12 ".....	250 00
Orangeville and The Maples.....	W. Dedrick....	5	2	12 ".....	88 00
Orillia and Railway Station.....	A. Fraser.....	1 <sup>1</sup> / <sub>2</sub>	42	12 " and extra trips... ..	480 80
Orillia and Rugby.....	N. Gilchrist....	7	6	12 ".....	219 00
Orillia and Sebright.....	R. R. Young....	17 <sup>1</sup> / <sub>2</sub>	6	12 ".....	397 00
Orillia and Street Letter Boxes...	W. L. Jackson..	3	18	12 ".....	150 00
Oro Station and Railway Station..	W. Mitchell....	1 <sup>1</sup> / <sub>2</sub>	6	12 ".....	40 00
Orrville and Railway Station.....	M. S. M. Reid..	12	12	12 ".....	124 80
Orton and Railway Station.....	W. Mooney.....	12	12	12 ".....	48 34
Oshawa and Raglan.....	T. Courtice....	23	6	12 ".....	244 00
Oshawa and Railway Station.....	The Oshawa Ry. Co. ....	1 <sup>1</sup> / <sub>2</sub>	12	12 ".....	80 00
Oshawa and Street Letter Boxes...	R. C. Carter....	1	12	12 ".....	74 00
Owen Sound and C. P. Railway Stn.	J. D. Stoddart..	1	24	12 ".....	189 64
Owen Sound and G. T. Railway Stn.	do.....	1 <sup>1</sup> / <sub>2</sub>	18	26 days (to July 26, '03).....	8 40
do do.....	do.....	1 <sup>1</sup> / <sub>2</sub>	24	11 m. 5 d. from ".....	147 43
Owen Sound and Street Letter Boxes.....	W. Bridgett....	9	18	12 months.....	142 80
Owen Sound and Tara.....	J. E. Grant.....	22 <sup>1</sup> / <sub>2</sub>	6	12 ".....	464 00
Oxenden and Wiarton.....	W. Scott.....	3	6	12 ".....	100 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Palermo and Bronte Railway Stn..	G. Sargent .....	3	12	12 months .....	225 00
Parkerville and Mail Changing Post	P. L. Parker....	350 yds.	6	12 " .....	60 00
Parry Sound and James Bay Junction, &c .....	P. R. Johnston..	4 $\frac{1}{2}$	12	12 " .....	313 00
Parry Sound and Shebeshekong....	M. Hamilton....	14	1	12 " .....	100 00
Pearceley and Sundridge .....	I. T. Milsop....	8	1	6 " 26 d. (to Jan. 26, '04) .....	37 71
do do .....	do .....	8	2	5 " 5 dys. (from Jan. 26, '04) .....	56 57
Pelham Union and Tintern.....	A. H. Cosby....	3	3	12 " .....	60 00
Penetanguishene and Railway Stn..	J. H. Picotte....	$\frac{1}{2}$	24	12 " .....	117 83
Penville and Tottenham.....	B. Carroll .....	19 $\frac{1}{2}$	6	3 " (to Sept. 30, '03) .....	67 25
do do .....	do .....	19 $\frac{1}{2}$	6	9 " from " .....	203 04
Perm and Everett P. O. and Railway Station .....	T. J. Anderson..	7 $\frac{1}{2}$ , $\frac{1}{10}$	6, 18	9 " 20 dys. (to Apl. 20, '04) .....	119 52
do do .....	W. Gallagher....	6, $\frac{1}{10}$	6, 18	2 " 11 d. (from Apl. 20, '04) .....	29 47
Pevensey and Sundridge.....	W. Wilson .....	8	2	12 " .....	123 00
Phelpston and Railway Station....	R. Shields .....	$\frac{1}{10}$	6	12 " .....	42 38
Pine and Railway Station.....	B. B. Bohnsen....	$\frac{1}{4}$	12	3 " (from Apl. 1, '04) .....	15 65
Pine Grove and Woodbridge.....	J. G. Elliston....	$\frac{1}{4}$	6	12 " .....	55 00
Pontypool and Railway Station....	T. Stanton.....	$\frac{1}{10}$	18	12 " .....	104 40
Port Cockburn and Maple Lake Railway Station .....	J. Sword.....	8	6	Part of seasons 1903-'04) .....	69 75
Port Cockburn and Trout Lake .....	R. Lawson .....	2	2	Season 1903-'04) .....	31 61
Port Colborne and Railway Station	D. Armstrong .....	$\frac{1}{4}$	36	12 months .....	152 00
Port Colborne and Street Letter Boxes .....	do .....	$\frac{1}{4}$	24	9 " 9 d. (from Sept. 22, '03) .....	46 46
Port Coldwell and Railway Station	R. Jackson.....	20 ft.	12	12 " .....	40 00
Port Credit and Railway Station..	F. J. Hamilton....	$\frac{1}{4}$	6	12 " .....	43 96
Port Dalhousie and Railway Station	F. W. Smith.....	$\frac{1}{4}$	30	6 " (to Dec. 31, '03) .....	80 00
do do .....	H. J. Stanton .....	$\frac{1}{4}$	30	6 " from " .....	75 00
Port Hope and Railway Station....	H. Clarke .....	$\frac{1}{10}$	6	9 " (to Mar. 31, '04) .....	18 75
do do .....	Smith Bros. ....	$\frac{1}{10}$	6	3 " from " .....	8 75
Port Hope and Mid. Railway Stn..	do .....	$\frac{1}{10}$	36	12 " .....	140 00
Port Hope and Street Letter Boxes.	T. Roberts.....	2 $\frac{1}{2}$	13	12 " .....	108 50
Port Maitland and Railway Station	H. Siddall .....	$\frac{1}{4}$	6	12 " .....	185 26
Port Perry and Railway Station....	W. Jamieson....	$\frac{1}{4}$	24	12 " .....	72 22
Port Perry and Scugog.....	J. Jackson.....	7	2	12 " .....	100 00
Port Perry and Shirley .....	J. H. Espin .....	5	2	12 " .....	86 66
Port Robinson and Railway Station	C. B. Bennett....	$\frac{1}{4}$	24	12 " .....	125 00
Port Severn and Waubashene.....	E. Polkinghorne	5	3	12 " .....	139 73
Port Sydney and Railway Station..	H. G. Ladell....	2 $\frac{1}{2}$	12	12 " .....	228 91
Port Whitby and Railway Station..	C. Fox.....	$\frac{1}{10}$	12	12 " .....	25 00
Powassan and Railway Station ....	A. H. Porter....	$\frac{1}{4}$	12	10 " 20 days (to May 20, '04) .....	83 40
do do .....	do .....	$\frac{1}{4}$	18	24 days (to June 13, '04) .....	9 00
do do .....	do .....	$\frac{1}{4}$	24	17 " from " .....	9 60
Powassan and Storie .....	F. W. Mechefske	7 $\frac{1}{2}$	1	12 months .....	26 00
Power Glen and St. Catharines....	J. C. Hosteller..	$\frac{1}{4}$	6	18 dys. (from June 13, '04) .....	11 12
Powles Corners and Railway Stn..	W. H. Powles....	1	6	12 months .....	125 60
Priceville and Railway Station....	D. G. McLean....	4	6	12 " .....	187 80
Primrose and Whitfield.....	J. Bailey.....	4 $\frac{1}{2}$	6	12 " .....	123 00
Prince Albert and Railway Station.	C. Fallis .....	$\frac{1}{10}$	12	12 " .....	80 00
Proton Station and Railway Station	N. McCannel....	$\frac{1}{10}$	12	12 " .....	75 00
Proton Station and Wareham .....	J. Roome.....	9 $\frac{1}{2}$	3	12 " .....	156 00
Providence Bay and Spring Bay ..	T. Ritchings....	6 $\frac{1}{2}$	1	12 " .....	40 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
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Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Purbrook and Uffington.....	J. Crockford....	6	2	2 mos. 7 dys. (to Sept. 7, '03).....	11 82
do do .....	do .....	6	3	9 " 23 days (from Sept. 7, '03)....	78 26
Puslinch and Railway Station.....	J. A. Macdonald	$\frac{1}{2}$	12	12 " .....	40 18
Queenston and Railway Station....	F. A. Sheppard.	$1\frac{1}{2}$	12	Part of seasons 1903-'04..	56 00
Queensville and Ravenshoe.....	J. J. Fenton....	6	6	12 months .....	150 00
Rama and Railway Station.....	J. McPherson ..	$1\frac{1}{2}$	6	9 " 4 dys. (to Apl. 4, '04).....	60 87
Rama Road and Mail Catch Post..	J. Waldron.....	$\frac{1}{2}$	6	1 " 2 dys. (to May 6, '04).....	2 90
Rama Road and Rama Road Crossing .....	J. Heslin.....	$1\frac{1}{2}$	6	1 " 25 d. (from May 6, '04).....	12 30
Ravenshoe and Brown Hill Railway Station.....	W. Linstead....	8	6	12 " .....	250 00
Ravensworth and Railway Station.	J. G. Adams....	100 yds.	12	12 " .....	35 00
Reaboro and Railway Station.....	J. Green.....	$\frac{1}{2}$	12	12 " .....	70 00
Renforth and Southcote.....	J. Draper.....	2	6	10 " (to Apl. 30, '04)..	62 50
do do .....	do .....	$2\frac{1}{4}$	6	2 " from " .....	14 06
Richards Landing and Railway Stn.	J. W. Heacock..	9	6	12 " .....	496 00
Ridgemont and Stevensville.....	B. Johnston....	3	3	12 " .....	75 00
Ridgeway and Railway Station....	P. W. Anthony..	$\frac{1}{2}$	12	12 " .....	68 00
River Valley and Verner.....	A. Leduc.....	17	1	6 " 29 days (to Jan. 29, '04).....	72 45
do do .....	do .....	17, 11	1	5 " 2 days (from Jan. 29, '04).....	94 57
Riverview and Railway Station....	J. Laing.....	$3\frac{3}{4}$	6	12 " .....	120 00
Roach's Point and Railway Station.	R. Colgan.....	3	6	Part of season 1903 .....	52 50
Robb and Yeovil.....	T. Bunston....	$2\frac{3}{4}$	3	12 months.....	62 40
Rock Hill and Seguin Falls.....	D. A. Campbell..	12	3	12 " .....	200 00
Rock Side and Terra Cotta.....	G. Davidson....	$3\frac{1}{2}$	2	7 " (to Jan. 31, '04)..	30 33
do do .....	do .....	$3\frac{1}{2}$	6	5 " from " .....	41 66
Rosedene and Silverdale Railway Station.....	A. McKay.....	3	6	26 days (to July 26, '03)..	6 85
do do .....	B. Moot.....	3	6	11 months 7 days (from July 26, '03)....	90 14
Rosemont and Shelburne.....	P. Amess.....	12	6	1 month (to July 31, '03)	24 58
do do .....	J. J. Hunter....	12	6	11 months from " ..	429 00
Rosemont and Sheldon .....	T. J. Anderson..	$3\frac{3}{4}$	6	12 " .....	100 00
Rosseau and Maple Lake Railway Station.....	J. Harvie.....	$13\frac{1}{2}$	6	12 " .....	390 00
Rosseau and Rosseau Falls.....	P. Mutchenbacher.....	4	3	Season 1903-04.....	36 00
Rosseau and Shannon Hall.....	A. Grenkie.....	$8\frac{1}{2}$	1	12 months.....	78 00
Rosseau and Stanley House.....	W. B. Maclean..	8	1	Season 1903-04.....	34 50
Rosseau and West Grove.....	Mary E. West..	$5\frac{1}{2}$	1	12 months.....	40 00
Rosspport and Railway Station....	J. A. Nicol.....	50 yds.	12	12 " .....	50 00
Roundwood and Sault Ste. Marie..	M. Doyle.....	7 m.	1	12 " .....	52 00
Ruskview and Terra Nova.....	J. Beatty.....	$2\frac{3}{4}$	3	12 " .....	40 00
St. Anns and Railway Station....	J. M. Snyder....	$\frac{1}{2}$	12	12 " .....	50 00
St. Anns and Smithville Railway Station.....	W. H. Fisher....	3	6	6 " (to Dec. 31, '03).	50 00
do do .....	J. H. Hill.....	3	6	6 " from " .....	50 00
St. Anns and Welland Port.....	W. Cavers.....	6	12	12 " .....	349 00
St. Catharines and Railway Station	D. Walker.....	1	24	12 " .....	244 92

## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trip per Week.	Period.	Amount.
					\$ cts.
St. Catharines and Street Letter Boxes.....	M. Ireson. ....	15	1, 2, 4, p. day	12 months .....	235 00
St. Patrick and Mail Catch Post...	O. Pelow. ....	$\frac{1}{2}$	3	12 " .....	39 25
Sadowa and Sebright.....	H. Hatcheson...	$\frac{5}{8}$	2	12 " .....	40 00
Sandford and Uxbridge.....	B. M. Horwood.	9	6	9 " (from Oct. 1, '03)	204 75
Sault Ste. Marie and (A. C.) Railway Station .....	G. Delisle .....	$1\frac{1}{2}$	12	3 " (to Sept. 30, '03).	39 50
do do .....	do .....	$1\frac{1}{2}$	6, 12	3 " (to Dec. 31, '03).	20 50
do do .....	L. Tweddell .....	$1\frac{1}{2}$	6	6 " from .....	33 00
Sault Ste. Marie and Railway St'n.	J. Higgins.....	$1\frac{1}{2}$	13	23 days (to July 23, '03)..	17 39
do do .....	do .....	$1\frac{1}{2}$	19	25 " (to Aug. 17, '03).	28 89
do do .....	do .....	$1\frac{1}{2}$	25	10 months 14 days (from Aug. 17, '03)...	488 13
Sault Ste. Marie and Sault Ste. Marie West.....	W. Hussey.....	$\frac{3}{4}$	6	12 " .....	157 00
Sault Ste. Marie and Street Letter Boxes.....	do .....	$1\frac{1}{2}$	6	12 " .....	174 92
Saurin and Mail Changing Post...	T. McGrath.....	$\frac{1}{4}$	12	12 " .....	20 00
Scarboro Junction and Woburn...	J. Gibson.....	22	6	12 " .....	330 00
Schomberg and Tuam. ....	J. McDougall...	5	6	2 " (to Feb. 28, '04)..	51 00
do do .....	C. B. Jeffs.....	5	6	6 days (to Mar. 6, '04)..	4 00
Schreiber and Railway Station...	J. E. Walker.....	200 yds.	12	12 months.....	100 00
Scotch Block and Railway Station...	W. Hampshire...	$\frac{1}{8}$ m.	6	12 " .....	60 00
Scotia and Mail Catch Post..	E. B. Clearwater	$\frac{1}{2}$	6	12 " .....	78 50
Seagrave and Railway Station...	Ira Johnson .....	$\frac{1}{2}$	6	12 " .....	60 00
Searchmount and Railway Station..	J. L. Naylor....	300 yds.	12, 6, 4, 6	12 " .....	46 50
Seguin Falls and Railway Station..	R. Fry.....	30 yds.	12	12 " .....	55 00
Severn Bridge and Railway Station	J. Jackson.....	$\frac{1}{2}$ m.	18	12 " .....	90 00
Shallow Lake and Railway Station.	J. J. Scott.....	$\frac{1}{4}$	24	12 " .....	106 63
Shanty Bay and Railway Station..	H. G. Martin....	$\frac{1}{4}$	12	12 " .....	78 50
Shelburne and Railway Station....	O. Rand.....	$\frac{1}{4}$	24	12 " .....	87 64
Sheridan and Clarkson Railway St'n	W. H. Falconer.	$\frac{6}{8}$	6	12 " .....	350 00
Sherkston and Railway Station...	G. Zavitz.....	400 ft.	12	12 " .....	30 00
Siloam and Uxbridge .....	J. Imrie.....	16 m.	3	3 " (from July 1, '03)	34 12
Smithdale and Railway Station...	D. Smith.....	$\frac{1}{4}$	6	12 " .....	25 12
Smithville and Railway Station...	E. M. House....	$\frac{1}{4}$	12	12 " .....	64 00
Smoky Fall and Sturgeon Falls...	A. Peno.....	10	1	12 " .....	52 00
Snider's Corners and Trafalgar...	R. Snider.....	7	3	12 " .....	100 00
Snowville and Tehkummah.....	J. Hutchison...	3	2	12 " .....	50 00
Snyder and Stevensville Station...	J. J. Willick....	$1\frac{1}{4}$	6	12 " .....	88 00
Sonya and Railway Station.....	A. Black.....	$\frac{3}{8}$	6	12 " .....	78 50
South Bay Mouth and Tehkummah	W. Newman....	19	1	8 " (to Feb. 29, '04).	67 33
do do .....	J. Hutcheon....	19	1	4 " from .....	49 66
South River and Railway Station..	E. Holditch....	$\frac{1}{8}$	12	12 " .....	93 60
South River and Wattenwyl.....	J. Maack.....	18	3	9 " (to Mar. 31, '04).	168 75
do do .....	A. Egger.....	18	3	3 " from .....	62 50
Sowerby and Dayton Railway St'n.	W. Harris, sr..	$\frac{6}{8}$	3	12 " .....	142 00
Spanish River Station and Railway Station .....	C. W. Hamilton.	$\frac{1}{4}$	12	12 " .....	100 00
Spragge and Railway Station.....	The Cook & Brothers Lumber Co., of Ontario	$\frac{1}{4}$	12	12 " .....	125 60
Sprucedale and Railway Station...	W. Pearce.....	75	12	12 " .....	31 40
Sprucedale and Yearleys.....	W. Quinn.....	$10\frac{1}{2}$	3	12 " .....	160 00
Stanleydale and Uttersen.....	A. Lamb.....	15	3	2 days (to July 2, '03)..	2 00
do do .....	R. Creasor.....	15	3	19 " (to July 21, '03).	14 00
do do .....	J. Lamb.....	15	3	11 months 10 days (from July 21, '03)...	257 42
Star and Catch Post.....	J. Ritchie.....	$\frac{3}{4}$	6	12 " .....	40 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Stayner and Railway Station.....	D. McNabb.....	$\frac{1}{4}$	24	12 months.....	78 00
Stayner and Sunnidale.....	T. B. Shirk.....	23 $\frac{1}{2}$	3	11 " (to May 31, '04)	142 81
Stayner and Strongville.....	do.....	23 $\frac{1}{2}$	3	1 " from "	12 98
Steelton and Catch Post.....	H. A. Madden.....	250 yds.	12	12 " from "	35 00
Stevensville and Railway Station..	J. D. Gilmour.....	$\frac{1}{4}$	12	12 " from "	40 00
Stirling Falls and Catch Post.....	G. L. McK. Bolton.....	61 $\frac{1}{2}$	3	12 " from "	124 80
Stobie Mine and Sudbury.....	D. McNaughton.....	3 $\frac{1}{2}$	6	12 " from "	125 00
Stone Quarry and Wind Mill Point Flag Station.....	J. Wise.....	$\frac{1}{2}$	6	12 " from "	70 00
Stony Creek and Woodburn.....	W. Ptolemy.....	15	6	12 " from "	262 60
Stouffville and Railway Station....	O. Forsyth.....	$\frac{1}{4}$	30	6 " (to Dec. 31, '03)	39 00
do do.....	W. S. Hare.....	$\frac{1}{4}$	30	6 " from "	39 00
Streetsville and Streetsville Junction Station.....	W. Steen.....	$\frac{1}{2}$ & $\frac{1}{4}$	18	12 " from "	154 48
Stroud and Railway Station.....	R. G. McCraw.....	1	12	12 " from "	120 00
Sturgeon Bay and Railway Station..	J. Playfair.....	$\frac{1}{4}$	12	12 " from "	80 00
Sturgeon Falls and Railway Station.	J. Lafferty.....	$\frac{1}{4}$	24	12 " from "	146 00
Sturgeon Point and Wharf.....	The Trent Valley Navigation Co.....	$\frac{1}{2}$	12	Season 1903-04.....	15 00
Sudbury, Manitoulin and North Shore Railway Station.....	J. M. Kelly.....	$\frac{1}{4}$	2 & 12	12 months.....	79 35
Sudbury and Railway Station.....	do.....	$\frac{1}{4}$	25 & 24	12 " from "	422 51
Summerville and Cooksville Railway Station.....	W. O'Brien.....	6	6	12 " from "	170 00
Sunderland and Railway Station....	W. H. Oliver.....	$\frac{1}{4}$	24	12 " from "	94 00
Sundridge and Railway Station.....	J. Carter.....	$\frac{1}{4}$	12	12 " from "	125 60
Suspension Bridge and Tools.....	T. Reynolds.....	$\frac{1}{4}$	12	12 " from "	40 00
Sutton West and Railway Station....	A. Ducett.....	$\frac{1}{4}$	12	12 " from "	50 00
Sutton West and Vachell.....	P. J. Boisvert.....	4	6	12 " from "	75 00
Swansea and Railway Station.....	J. Brydson.....	250 yds.	18	12 " from "	70 00
Temperanceville and Railway Stn....	J. W. Legge.....	61 $\frac{1}{2}$	6	12 " from "	200 00
Terra Cotta and Railway Station...	J. Coulter.....	3	6	12 " from "	54 00
Thessalon and Railway Station.....	D. J. Sandie.....	3	12	9 " (to Mar. 31, '03)	75 52
do do.....	C. Donaldson.....	3	12	3 " from "	46 80
Thessalon and Wharnciffe.....	E. Ansley.....	19 $\frac{1}{2}$	1	12 " from "	137 48
Thompson and Railway Station.....	W. Rowan.....	30 ft.	6	3 " (to Sept. 30, '03)	7 50
do do.....	R. Tyner.....	30 ft.	6	9 " from "	22 50
Thompsonville and Railway Stn....	J. T. Schmitendorf.....	1 $\frac{1}{2}$	12	12 " from "	110 00
Thornton and Railway Station.....	W. H. Martin.....	$\frac{1}{4}$	18	12 " from "	85 36
Thorold and Railway Station.....	P. R. Warner.....	$\frac{1}{4}$	24	12 " from "	215 00
Tioga and Railway Station.....	A. Lemon.....	$\frac{1}{4}$	12	12 " from "	43 96
Toronto Letter Carrier Service....	The Toronto Ry. Co.....		12	" from "	4,868 00
Toronto and Metropolitan Electric Railway.....	T. Mounce.....	2	24	12 " from "	225 00
Toronto and Railway Station.....	The Can. Transfer Co.....	159 & 158	1 and extra trips.	12 " from "	2,099 27
Toronto and Sorting Room Union Station.....	A. Baillie.....	1	1	12 " from "	13 00
do do.....	The Can. Transfer Co.....	1	extra trips & arrears	12 " from "	50 88



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Toronto, Transfer of Mails at Union Station	F. Scott			12 months	188 40
Toronto, Station C.	T. Bilton			12 "	1,798 00
Toronto P.O., Station B., Letter and Parcel Boxes and Union Stn.	T. Mounce			12 "	1,375 00
Toronto and Sub Post Offices and Letter Boxes	J. Power	1500 and 276 ft.	as req.	12 "	9,986 00
Toronto Extra Christmas Delivery..	Mounce & Co.				252 25
Toronto Junction and Carleton and Royce Ave	H. W. West	1½	18	12 months	100 00
Toronto Junction and Railway Stn.	do	¾	36	12 "	145 00
Toronto Junction and Toronto	do	5	1	12 "	34 00
Tottenham and Railway Station	S. Morrow	¼	24	12 "	49 00
Trinity and Jerseyville Railway Station	G. W. Bishop	6	6	12 "	185 00
Trout Creek and Railway Station	M. Corkery	¼	12 & 18	12 "	64 40
Trout Creek and Stopping Place	W. O'Shaughnessy	20	3	12 "	345 00
Uhthoff and Railway Station	J. Lynes	¼	12	12 "	97 41
Unionville and Railway Station	G. H. Neville	¼	24	3 " (to Sept. 30, '03).	30 00
do do	J. Neville	¼	24	9 " from "	90 00
Uphill and Victoria Road	W. Muir	24 & 27	6 & 3	12 "	375 00
Uptergrove and Railway Station	J. Kenny	½	12	12 "	48 00
Utica and Uxbridge	G. Minty	6½	6	12 "	200 00
Utopia and Railway Station	P. Connor	1½	12	12 "	87 92
Uxbridge and Railway Station	F. W. Heard	½	24	12 "	80 00
Uxbridge and Victoria Corners	J. H. Wagg	7	3	12 "	106 84
Varney and Railway Station	C. Gadd	½	12	12 "	64 36
Verner and Railway Station	C. G. Guenette	¼	24	12 "	250 00
Victoria Harbour and Railway Stn.	M. Vasey	¼	24	12 "	128 80
Victoria Mines and Mail Catch Post	L. Cuillerier, sr.	¼	12	2 " 21 days (to Sept. 21, '03)	44 56
do do	A. McLeod	½	12	9 " 9 days (from Sept. 21, '03)	93 26
Vine and Mail Catch Post	V. P. Kelcey	1½	12	12 "	56 52
Vinemount and Railway Station	J. M. Patterson	1½	6	12 "	25 00
Vivian and Railway Station	G. W. McCormack	½	12	12 "	80 00
Wahnapiitē and Railway Station	S. Fortin	¼	12	1 month 6 days (to Aug. 6, '03)	11 10
do do	A. B. Warren	¼	12	10 months 25 days (from Aug. 6, '03)	117 40
Waldemar and Railway Station	E. Groskurth	½	12	12 "	100 48
Walford Station and Railway Stn.	A. G. Walford	½	12	12 "	109 90
Warren and Railway Station	J. Henderson	100 yds.	12	3 " (to Sept. 30, '03).	47 40
do do	C. L. Keeling	100 yds.	12	9 " from "	140 25
Washago and Railway Station	J. C. Marshall	½	12	12 "	50 24
Watertown and Railway Station	G. F. Green	¾	12	12 "	300 00
Waubamick and Parry Sound Road	H. Harris	1½	2	12 "	30 00
Waubausene and Railway Station	W. H. F. Russell	¾	24	12 "	95 00
Waverly and Railway Station	W. Drinkill	9	6	12 "	225 00
Webbwood and Railway Station	F. Currie	300 yds.	12	12 "	94 48
Welland and Railway Station (C.S.)	J. McQueen	1½	12	12 "	98 88

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Welland and Railway Station (G.T.)	O. H. Garner...	3	24	12 months	150 72
do do (T.H. & B.)	J. McQueen...	1 1/4	24	12 "	188 40
Welland and Street Letter Boxes	do	1	18	3 " (to Sept. 30, '04).	21 25
do do	J. J. Yokom...	1	18	9 " from "	135 00
Wesleyville and Newtonville Railway Station	J. Barrowclough	1 1/2	6	12 "	80 00
Weston Letter Box and Railway Stations	A. Harvey...	250 yds.	12	"	40 00
Whitby and Railway Station (G.T.)	W. Newport...	1 1/2	6	12 "	75 00
do do (W. & P.P.)	do	1 1/2	12	12 "	49 00
Whitefish and Railway Station	J. D. Gemmell...	1 1/2	6	12 "	50 00
Whitehall and Railway Station	W. A. White...	1 1/2	12	12 "	81 16
White River and Railway Station	W. H. McDougall	1 1/2	12	12 "	113 33
Woodbridge and Railway Station	T. Rankin...	1 1/2	24	9 " (to April 30, '03).	50 25
do do	R. S. Haslam...	1 1/2	24	3 " from "	25 00
Woodville and Railway Station	J. Gordon...	1 1/2	24	12 "	87 92
Worthington and Railway Station	J. Dwyer...	1 1/2	12	12 "	62 80
Wyebridge and Wyevale Railway Station	S. Casselman...	5	6	6 " (to Dec. 31, '03).	62 00
do do	G. Steer...	5	6	6 " from "	109 20
Wyevale and Railway Station	W. T. Stewart...	1 1/2	6	6 " (to Dec. 31, '03).	14 22
do do	J. Bishopric...	1 1/2	6	6 " from "	7 82
Zephyr and Railway Station	E. E. Profit...	3	6	12 "	118 00
Zimmerman and Railway Station	D. Wilkins...	9	6	12 "	381 75
<i>Special Service during Snow Blockade.</i>					
Agincourt and Toronto	W. A. Kennedy...				6 00
Allenford and Owen Sound	W. Caswell...				3 00
Alliston and Beeton	J. A. Kerry...				17 00
do do	J. McGarvey...				3 00
do do	J. A. Kerr...				3 00
Alliston, Beeton and Duntroon	J. J. Holland...				7 00
Alliston, Beeton and Everett	J. McGarvey...				37 57
Anten Mills and Barrie	H. O'Neill...				190 00
Arthur and Grand Valley	A. C. McDonald				20 00
do do	J. Luxton				70 00
Arthur and Mount Forest	W. T. Irvine...				
do do	do				17 00
Arthur, Grand Valley and Mount Forest	Corbett & Corbett				
Arthur, Grand Valley and Orangeville	McCallum & Collister...				14 00
					140 00
Barrie and Hillsdale	W. J. Shanahan...				74 00
Barrie and Minesing	J. Bailey...				30 00
Barrie and Phepston	Shields & Sons...				5 00
Bellwood, Cataract and Hillsburg	W. Donaldson...				81 30
Black's Corners and Shelburne	R. Henderson...				0 50
Burnt River, Fenelon Falls and Kinmount	E. C. Edwards...				18 00
Cataract and Erin	I. M. Teetor...				57 00
Chatsworth and Owen Sound	J. Airth...				28 50

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Toronto Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Collingwood and Duntroon.....	J. Campbell.....				6 00
do do.....	J. A. McCabe.....				5 00
Collingwood and Meaford.....	R. T. McGirr.....				5 00
Creswell, Port Perry and Whitby..	W. Jamieson.....				24 00
Creemore and Stayner.....	J. Akitt.....				8 00
do do.....	S. Hisey.....				2 00
Elmvale and Hillsdale.....	W. J. Shanahan.....				20 00
Elmvale and Penetanguishene....	G. Robinson.....				5 00
Elmvale and Saurin.....	A. McGrath.....				30 00
Fenelon Falls, Kinmount and Lindsay ..	W. McCool.....				155 00
Flesherton and Orangeville.....	McCollum & Col- lister.....				285 00
Flesherton and Owen Sound. ....	D. McKenzie.....				25 00
do do.....	H. Wilkin ..				30 73
Flesherton, and Rockford and Owen Sound.....	J. O. Stoddart.....				11 50
Garden Hill Station and Port Hope	W. Waldie.....				1 00
Glen Annan and Wingham.....	A. Anderson.....				30 00
Hillsdale, Midland and Penetanguishene.....	G. Robinson.....				6 00
Laurel and Orangeville.....	A. Ewing.....				13 50
Markdale and Owen Sound.....	M. Oliver.....				10 00
Markham, Toronto and Unionville.	Mounce Co. ....				11 75
Meaford and Owen Sound.....	F. Thomson.....				22 00
Millbrook and Port Hope.....	Smith Bros.....				10 00
Orangeville and Shelburne.....	Mowat & Babe.....				6 00
Owen Sound and Wiarton.....	H. P. Fox.....				33 00
Penetanguishene and Wyebriidge...	G. Steer.....				18 75
Port Perry and Whitby.....	W. Newport.....				35 00
Stouffville and Sutton.....	W. S. Hare.....				30 00
				Total.....	142,519 93
				LESS—Amount withdrawn from Guarantee Fund .....	403 33
					142,116 60



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## APPENDIX B—Continued.

## VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
made within the year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Abbotsford and Otter.....	B. Norman.....	13	2	12 months.....	236 00
Abbotsford and Peardonville.....	R. Peardon.....	7	1	12 ".....	60 00
Abbotsville and Railway Station.....	P. McCulloch.....	50 yds.	12	12 ".....	40 00
Abbotsville and Straiton.....	M. E. Straiton.....	7	1	5 " (from Feb. 1, '04).....	41 66
Abbotsford and Upper Sumas.....	A. Boley.....	5	3	12 ".....	130 00
Agassiz and Railway Station.....	H. White.....	100 yds.	14	12 ".....	60 00
Ainsworth and Wharf.....	J. Henry.....	$\frac{1}{4}$	12	12 ".....	135 00
Albert Canyon and Railway Stn.....	B. Green.....	$\frac{1}{4}$	7	12 ".....	30 00
Alexandria and Kersley.....	B. C. Express Co.....	20	1	Season 1903-1904.....	150 00
Anaconda and Greenwood.....	L. A. Smith.....	1	6	12 months.....	60 00
Annis and Mail Catch Post.....	M. R. Gregg.....	50 yds.	7	12 ".....	1 00
Armstrong and Falkland, Arm- strong and Hull car.....	B. F. Davis.....	$\frac{2}{3}$ , $\frac{1}{4}$	1 & 1	10 " (to April 30, '04).....	150 00
do do.....	W. Burrell.....	$\frac{2}{3}$ , $\frac{1}{4}$	1 & 1	2 " from ".....	30 00
Armstrong and Railway Station.....	J. M. Wright.....	50 yds.	as req.	12 ".....	60 00
Arrowhead and Beaton Str. Landing.....	Harbor L'b'r. Co.....	$\frac{1}{3}$	6	9 " (to Mar. 31, '04).....	78 00
do do.....	Emp. L'b'r. Co.....	$\frac{1}{3}$	6	3 " from ".....	26 00
Arrowhead and Complex (via Beaton).....	Harbor L'b'r. Co.....	16	3	9 " (to Mar. 31, '04).....	472 00
do do.....	Emp. L'b'r. Co.....	16	3	3 " from ".....	156 00
Arrowhead, Ry. Station and Wharf.....	H. K. Livingstone.....	$\frac{1}{4}$ , $\frac{1}{3}$	14	12 ".....	120 00
Ashcroft and Clinton, and Clinton and Barkerville.....	B. C. Express Co.....	32,255, 63, 90,40 80, 82	var. freq.	12 ".....	23,915 32
Ashcroft and Railway Station.....	J. C. Shields.....	200 yds.	14	9 " (to April 30, '04).....	135 00
do do.....	W. H. Kipp.....	200 yds.	14	2 " 14 d. (to June 14, '04).....	37 08
do do.....	do.....	200 yds.	21	16 d. from ".....	11 86
Balfour and Wharf.....	J. W. Gallup.....	100 yds.	as req.	12 ".....	36 00
Baynes Lake and Railway Station.....	J. E. Dilse.....	1	3	1 " (from June 1, '04).....	6 50
Beaton and Cambourne.....	A. Crawford.....	7	3	11 " (from Aug. 1, '03).....	357 50
Beaton and Ferguson.....	Kirkpatrick and Hillman.....	17	3	12 ".....	1,099 00
Beaver and Railway Station.....	J. Howden.....	300 yds.	14	3 " (to Dec. 30, '03).....	25 00
do do.....	N. McCallum.....	300 yds.	14	9 " from ".....	75 00
Bella Coola and Hagensborg.....	H. B. Christenson.....	10	w. m. & fo'tly, s. fort., & w'kly	12 ".....	62 00
Bonanza Siding and Ry. Siding.....	T. H. Paulson.....	$\frac{3}{4}$	6	3 " (from Apr. 1, '04).....	12 50
Boundary Falls and Ry. Station.....	W. W. Craig.....	$\frac{1}{4}$	12	7 " (to Jan. 31, '04).....	43 75
do do.....	do.....	200 yds.	12	5 " from ".....	62 50
Bowen Island and Wharf.....	R. H. Green.....	$\frac{1}{4}$	1	12 ".....	26 00
Barton and Steamer Landing.....	E. J. Richmond.....	$\frac{1}{4}$	3	12 ".....	120 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
 &c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Camborne and Comaplix .....	Magee & McKenzie	8	3	1 month (fr. July 1, '03).	3 50
Camp McKinney and Midway .....	R. Meyerhoff	30	3	12 months	1,000 00
Camp McKinney and Sidley .....	R. G. Sidley	10	3	12 "	300 00
Carmi and Rock Creek .....	G. McKenzie	41	1	12 "	390 00
Carson, Marcus and Republic Railway Post Office .....	E. A. McAulay		14	12 "	183 00
Cascade and Railway Station .....	A. H. Thompson		12	12 "	234 76
Castlegar and Railway Station .....	A. G. Johnston		12	12 " (to Oct. 31, '03).	26 66
do do .....	W. J. Farmer		12	12 " from "	53 34
Cedar Cove and Mail Catch Post .....	W. Seidelman	150 yds.	12	12 "	40 00
Central Park and Railway Station .....	W. M. Smith	100 yds.	12	12 "	100 00
Chilliwack and Railway Station .....	Harrison & Menden		7	12 "	831 72
Chilliwack and Rosedale .....	A. Martin	6	3	12 "	150 00
Chilliwack and Sumas .....	J. A. MacLeod	8	6	12 "	227 24
Clayton and Railway Station .....	C. C. Cameron		4	12 "	119 60
Cloverdale and Clover Valley .....	R. D. Mackenzie	14	2	12 "	49 72
Cloverdale and Elgin .....	S. J. Wade, jr.	7	2	12 "	103 72
Cloverdale and Railway Station .....	J. H. Starr	500 yds.	12	12 "	50 00
Coal Creek and Railway Station .....	W. W. Thomson	200 yds.	7	8 " (from Nov. 1, '03)	26 66
Coquitlam and Railway Station .....	J. Rowland	50 yds.	14, 6	12 "	55 00
Coutlee and Mamette Lake .....	G. W. Lindley	23 m.	12	12 "	104 00
Coutlee and Vogt Valley .....	C. M. Newkirk	32	1	9 " (from Oct. 1, '03)	195 00
Cranbrook and C.N.P. Railway Stn. .....	G. C. Beattie	1	12, 14	12 "	344 70
Cranbrook and Golden .....	R. Kimpton	175	1	12 "	3,000 00
Cranbrook and N. S. Railway Stn. .....	R. E. Beattie	1	6, 4	12 "	58 75
Creighton Valley and Lumby .....	H. W. Hutchison	5	1	10 " (to Apl. 30, '04).	41 66
do do .....	A. J. Barbe	10	1	2 " from "	8 34
Creston and Railway Station .....	F. G. Little	1	12	12 "	228 24
Crow's Nest and Mail Catch Post .....	E. R. J. Forster	200 yds.	12, 14	12 "	50 00
Crow's Nest Southern Railway and Morrissey Junction .....	H. F. Martin	500 yds.	12	10 " (fr. July 1, '03)	41 66
Deadwood and Greenwood .....	J. Hambly	3	3	8 " 21 days (to Mar. 21, '04)	108 38
do do .....	J. H. McNeil	3	3	3 " 10 days (fr. Mar. 21, '04)	41 62
Deer Park and Wharf .....	W. Burgh	1	3	12 "	36 00
Delta and Ladner .....	G. Dennis	7	2	12 "	125 00
Deroche and Mail Catch Post .....	Ivor M. Roach	50 yds.	6	4 " 15 days (to Nov. 15, '03)	18 00
do do .....	C. J. Cooper	50 yds.	6	7 " 15 days (fr. Nov. 15, '03)	30 00
Deroche and Nicomin .....	A. D. Cooper	4	3	12 "	132 60
Dewdney and Hatzic Prairie .....	G. Rouleau	5 1/2	2	12 "	120 00
Dewdney and Mail Catch Post .....	J. Barker		12	12 "	156 00
Dog Creek and Gang Ranch .....	J. D. Prentice	12	1	12 "	120 00
Douglass Lake and Quilchena .....	J. B. Greaves	22	1	12 "	150 00
Edgewood and Steamer Wharf .....	W. Williams	2	2	12 "	60 00
Eholt and Railway Station .....	D. R. McElmon	300 yds.	12	12 "	120 00
Elkmouth and Morrissey .....	R. M. Fullerton	34	1	4 " (from July 1, '03)	34 00
Elkmouth and Philipps .....	M. Philipps	10	1	4 " 4 dys. (from July 1, '03)	51 76
Elkmouth and Railway Station .....	D. Hayes	100 yds.	3	7 " 26 dys. (from July 1, '03)	34 66
Elko and Railway Station .....	E. B. Holbrook	750 yds.	6	12 "	142 50
Elk Prairie and Michel .....	J. Connor	13 m.	1	9 " (from Oct. 1, '04)	117 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Enderby and Railway Station.....	H. W. Harvey..	75 yds.	as req.	12 months...	60 00
Epworth and Railway Station.....	R. Frost..	50 yds.	6	12 "	40 00
Erie and Railway Station.....	J. R. Hunnex ..	100 yds.	12	12 "	52 00
Fairview and Penticton .....	D. M. McDougall .....	32 yds.	3	12 "	1,045 00
Falkland and Grande Prairie.....	W. Bell .....	15	1	12 "	50 00
Ferguson, Steamer Wharf and Trout Lake .....	Hillman & Kirkpatrick..	4	3	9 days (fr. Sept. 21, '03).	16 00
do do .....	J. C. Kirkpatrick	4	3	9 months (fr. " "	468 00
Fernie and Railway Station..	H. J. Johnson..	$\frac{1}{2}$	14	10 " 22 days (fr. Aug. 9, '03)	229 72
Fernie and Coal Creek Branch Ry. Station.....	do	$\frac{1}{2}$	7	8 " (from Nov. 1, '03)	100 00
Field and Railway Station.....	C. Wyckoff.....	200 yds.	14, 28	12 "	104 39
Fife and Railway Station.....	T. Price .....	35, 100y.	6	12 "	50 00
Fire Valley and Mail Steamer.....	R. Shiell .....	$\frac{1}{2}$	2	12 "	78 00
Fort Steele and Fort Steele Junct..	Geary & Doyle.	8	14, 12	12 "	535 20
Gateway and Railway Station.....	J. D. Gordon..	100 yds.	3	8 "	26 00
Gellatly and Wharf .....	C. D. Osborne..	$\frac{1}{2}$	2	12 "	24 00
Gladstone and Railway Station...	I. J. Grant.....	$\frac{1}{2}$	6	2 " and 20 days (to Sept. 20, '03)..	23 10
Glenwood and Langley Prairie....	J. P. Smith.....	4	1	12 "	65 00
Golden and Railway Station.....	C. A. Warren...	400 yds.	14	12 "	213 12
Grande Prairie and Monte Creek...	W. J. Jones....	20	2	12 "	279 00
Grand Forks, Columbia and Railway Station .....	N. McLellan....	1 $\frac{1}{4}$	as req.	12 "	467 86
Grand Forks and V.V. & E. Railway Station.....	N. McLellan....	1 $\frac{1}{4}$	14	12 "	457 50
Greenwood and Railway Station...	Bannerman & Lewis....	$\frac{3}{4}$	12	12 " (less fine).....	359 00
Gutelius and Railway Station.....	J. J. Mabbatt ..	100 yds.	6	3 " (from Apr. 1, '04)	7 50
Halcyon Hot Springs and Mail Steamers.....	T. McNaught...	500 yds.	14	12 "	40 00
Hall and Railway Station .....	D. R. Morrison..	$\frac{1}{2}$	12	2 " (to Aug. 31, '03).	8 34
do do .....	D. McLaughlin.	$\frac{1}{2}$	12	4 " and 8 days (from Aug. 31, '03)..	17 76
Hall's Prairie and Railway Station.	D. W. Brown...	1 $\frac{1}{4}$	4	9 " (to Mar. 31, '04).	90 00
do do .....	C. D. B. de Wynter.....	1 $\frac{1}{4}$	4	3 " from " "	30 00
Harrison Hot Springs and Railway Station.....	J. C. Armstrong	5	12s 6w	12 "	200 00
Harrison River and Railway Station	C. W. Menten..	$\frac{1}{4}$ 150 yds	12	4 " and 15 days (to Nov. 15, '04)..	22 50
do do .....	J. F. Boyd.....	150 yds.	12	7 " and 15 dys. (from Nov. 15, '04)..	37 50
Hatzic and Mail Catch Post.....	P. E. Lazenby..	60 yds.	14	12 "	73 20
Hazlemere and Railway Station.....	H. T. Thrift....	1	4	12 "	60 00
Hazelton and Manson Creek.....	F. W. Valteau..	190	1 p.m.	3 " and special trips (from Apr. 1, '04)	80 00
Hope and Railway Station .....	T. Alvarez.....	2	6	6 " (to Dec. 31, '03).	79 00
Hope and Hope Station.....	W. Yates.....	2	6	6 " from " "	78 00
Hope Station and Railway Station.	P. McPhee.....	40 yds.	14	12 "	25 00
Howser and Lardo.....	W. Simpson.....	12	1	12 "	117 00
Huntingdon and Railway Station..	M. McGillivray.	$\frac{1}{2}$	12	12 "	75 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Illicillewaet and Railway Station..	E. N. D. Forbes.	$\frac{1}{2}$	14	12 months.....	50 00
Jackman and Lumby.....	N. Jackman....	21	1	12 " .....	156 00
Jaffray and Railway Station.....	G. A. Leitch....	350 yds.	12 14	12 " .....	68 93
Kamloops and Louis Creek.....	T. A. Noble ...	37	1 in 2s, 1 in 4w	2 " (to Aug. 31, '04).	25 00
do do .....	A. Gaudreau ...	37	1 in 2s, 1 in 4w	10 " from " ..	125 00
Kamloops and Railway Station....	N. McPhee....	1	14 28	12 " .....	306 91
Kamloops and Spences Bridge....	Clark & Stewart.	110	1	12 " .....	1,200 00
Kaslo and Lardo Steamer Wharf...	P. McGregor ...	300 yds.	6	12 " .....	88 90
Kaslo and Steamer Landing.....	S. H. Green....	$\frac{1}{2}$	12	12 " .....	157 00
Keefers and Railway Station.....	J. Hannah....	150 yds.	14	12 " .....	40 00
Kelowna and Vernon .....	R. Munson....	40	4	3 " (to Sept. 30, '03).	150 00
do do .....	W. P. Pritchard	40	3	9 " from " ..	450 00
Kelowna and Wharf .....	E. R. Bailey....	100 yds.	6	12 " .....	60 00
Kimberley and North Star .....	The North Star Mining Co....	4	3 2	12 " .....	1 00
Kimberley and Railway Station....	J. H. Doyle....	335 yds.	6 4	12 " .....	59 00
Kitamaat and Hartley Bay.....	G. H. Raley....	45	12 p.a.	12 " .....	144 00
Kitchener and Railway Station....	T. J. Crawford..	200 yds.	12	1 " .....	5 00
do do .....	T. Marshall....	200 yds.	12	11 " .....	55 00
Kokanee and Wharf .....	R. McGuire....	300 yds.	4	12 " .....	40 00
Knalt and Mail Catch Post..	J. Carlin....	50 yds.	7	12 " .....	20 00
Kuskonook and Steamer Wharf....	C. Wright....	400 yds.	6	12 " .....	78 00
Ladner and Mail Steamers .....	R. May .....	530 yds.	as req.	11 " (to May 31, '04).	0 91
do do .....	A. D. & R. Taylor..	250 yds.	as req.	1 " from " ..	6 25
Langley and Langley Prairie....	N. N. Gordon ..	6 $\frac{1}{2}$	3	6 " (to Dec. 31, '03).	62 50
do do .....	A. F. McCrimmon..	6 $\frac{1}{2}$	3	6 " from " ..	62 50
Langley and Railway Station .....	J. Taylor....	3	6	7 " (to Jan. 31, '04)..	286 45
do do .....	T. Curbishley...	3	6	7 days (to Feb. 7, '04)..	6 90
do do .....	J. Taylor....	3	6	4 months and 22 days (from Feb. 7, '04)	161 20
Lardo and Railway Station.....	C. McDonald...	200 yds.	6	9 " and 9 days (from Sept. 21, '03)..	48 40
Lardo and Wharf.....	C. McDonald....	50 yds.	6	12 " .....	54 90
Lillooet and Lytton .....	Cameron & Hurley..	47	2	12 " .....	700 00
Lulu Island and Steveston.....	J. P. Bowditch..	1	6	11 " (from Aug. 1, '03)	55 00
Lulu Island Post Office and Steamer Transfer.....	J. P. Bowditch..	1	6	1 " (from July 1, '03)	5 00
Lumby and Vernon .....	W. G. Proctor..	16	3	6 " (from Dec. 31, '03)	65 00
Lumby and Mabel Lake.....	J. Genier....	16	3	12 " .....	250 00
Lytton and Railway Station.....	J. H. Anthony ..	$\frac{1}{4}$	14	12 " .....	175 00
Majuba Hill and Sardis.....	W. Chadsey....	8 $\frac{1}{2}$	2	12 " .....	120 00
Malakwa and Mail Catch Post....	E. R. B. Baynes.	140 yds.	7	12 " .....	54 00
Mara and Railway Station .....	M. E. Rosoman..	$\frac{1}{2}$	6	12 " .....	75 00
Marysville and Railway Station...	E. J. Clayton ..	$\frac{1}{2}$	3 2	12 " .....	61 67
Matsqui and Mail Catch Post .....	A. O. Houglen ..	85 yds.	12	12 " .....	40 00
Mayook and Mail Catch Post.....	R. Joyce .....	100 yds.	14	5 " (from Feb. 1, '04)	0 42
Michel and Railway Station.....	E. W. Hazelwood	300 yds.	14	12 " .....	86 32
Midway and Railway Station.....	C. M. Crouse...	$\frac{1}{4}$	12	12 " .....	180 00

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Mission City and Mount Lehman..	N. Craig .....	4	3	12 months.....	230 00
Mission City and Railway Station..	J. Marsh .....	100 yds.	14	6 " (to Dec. 31, '03)..	60 00
do do	J. Plumridge.....	100 yds.	14 28	6 " from "	65 38
Moberley and Mail Catch Post....	C. A. Fransen....	50 ft.	7	9 " (from July 1, '03)	30 00
Monte Creek and Railway Station..	W. Plumm.....	135 yds.	7 14	12 " .....	100 74
Mount Pleasant, Branch and Sub- Offices and Street Letter Boxes and Vancouver .....	H. J. Foote .....	10½	7	11 " (from July 1, '03)	453 56
Morrissey and Railway Station....	J. A. Gillis .....	¾	14 12	12 " .....	172 34
Morrissey and Crow's Nest Southern Railway .....	J. A. Gillis.....	¾	3	8 " (from Nov. 1, '03)	34 66
Morrissey Mines and Morrissey Jet	J. H. Tonkin....	5	12	3 " (from July 1, '03)	0 25
Morrissey Mines and Ry. Station..	H. Patmore.....	300 yds.	12	7 " from "	29 16
Moyie and Railway Station.....	P. D. Hope.....	430 yds.	12 14	11 " and 10 days (to June 10, '04)...	281 99
do do .....	W. J. Atchison..	430 yds.	14	20 days from "	16 66
Nakusp and Railway Station and Wharf.....	F. W. Jordan....	100 300	3, 6, & 14	12 " .....	150 00
Nelson and C. P. Railway Station..	Nelson Freight- ing and Trans- fer Co.....	¾	32	12 " .....	836 00
Nelson and Nelson and H. S. Rail- way Station .....	do .....	1¾	7 6	12 " (less fine). ....	374 00
Nelson and Wharf.....	do .....	¾	26	12 " .....	337 50
New Denver and Wharf.....	J. Delaney.....	¾	24	12 " .....	225 00
New Westminster and C. P. Rail- way Station .....	W. H. Clarke....	¼	14	7 " and 14 days (to Feb. 14, '04)...	137 50
do do .....	W. A. Johnson..	¼	14	4 " and 15 dys. (from Feb. 14, '04)...	84 91
New Westminster and B. C. Electric Ry. Stn. and N. W. & S Ry. Stn.	W. H. Clarke....	1	6	4 " and 14 days (to Feb. 14, '04)...	37 50
do do .....	W. A. Johnson..	1	6	4 " and 15 dys. (from Feb. 14, '04)...	37 50
New Westminster and N. W. & S. Railway Station .....	W. H. Clarke....	1	as req.	7 " and 14 days (to Feb. 14, '04)...	170 00
do do .....	W. A. Johnson..	1	as req.	4 " and 15 dys. (from Feb. 14, '04)...	102 00
New Westminster and Street Letter Boxes .....	A. Rae.....	5½	6	12 " .....	150 00
Nicola Lake and Princeton .....	J. Clark .....	72	1	12 " .....	850 00
Nicomekl and Railway Station .....	M. J. Pickard .....	65 yds	6	12 " .....	60 00
North Bend and Railway Station..	W. Arnott.....	200 yds	14	12 " .....	40 00
Notch Hill and Railway Station...	C. Castle.....	100 yds.	7	12 " .....	50 00
Okanagon and Vernon .....	C. O'Keefe .....	8	2	12 " .....	80 00
Okanagon Falls and White Lake ..	H. Inglis.....	10	1	5 " and 16 dys. (from Jan. 15, '04) ..	36 00
Okanagon Landing and Ry. Station	J. T. Taylor....	100 yds.	as req.	12 " .....	36 00
Ottertail and Mail Catch Post....	S. G. Robbins ..	65 yds.	14	12 " .....	1 00
Palliser and Railway Station .....	G. P. Wells....	¼	14	12 " .....	80 00
Peachland and Steamer Wharf .....	M. E. McDougald	200 yds.	6	12 " .....	50 00
Peachland and Westbank.....	N. S. Marshall..	10	2	12 " .....	100 00



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Pemberton Meadows and Squamish.	H. Westberg....	65	ftly s. mly w	2 mos. and 15 days (from Apl. 15, '04) ..	62 50 1,028 62
Pentiction and Princeton .....	W. E. Welby...	75	1 12	" ..	
Pentiction and Wharf.....	W. Smyth-Parker .....	200 yds.	6 12	" ..	180 00
Pentiction and White Lake .....	W. E. Welby...	5	1 5	" (from Aug. 1, '03)	20 83
Phoenix and Railway Station.....	McIntyre and McDonald....	1 3/4	6 12	" ..	266 90
Pilot Bay and Wharf.....	D. H. Riddell .....	12	12	" ..	72 00
Poplar Creek and Railway Station..	J. J. Cameron...	100 yds.	3 8	" ..	26 66
Port Hammond and Railway Stn...	A. L. Lazenby...	300 yds.	14 12	" ..	73 20
Port Haney and Railway Station...	T. Armstrong...	150 yds.	14 12	" ..	60 00
Port Haney and Websters Corners...	J. M. Webster...	4 1/2	2 12	" ..	75 00
Port Kells and Railway Station...	J. W. Gilmer...	1	6 12	" ..	70 00
Port Moody and Mail Catch Post...	J. Tays.....	1 1/2	28 12	" ..	90 00
Revelstoke and Big Bend .....	D. McIntosh .....	70	13 t'ps p. year	3 " (to Sept. 30, '04).	200 00
do do .....	A. Carlson.....	70	13 t'ps as req.	9 " from "	360 00 494 89
Revelstoke and Railway Station...	E. W. B. Paget.	1 1/2	12	" ..	55 00
Rogers Pass and Railway Station...	C. D. Morris .....	400 yds.	14 12	" ..	
Roseberry and Railway Station and Wharf.....	M. McCarthy .....	100 yds. & 1/2 m.	12-12 12	" ..	50 00
Rossland and Railway Station.....	V. C. Simmons .....	12-14 9	12 " (to Mar. 31, '04).		569 48
do do .....	H. Henderson .....	12-14 3	9 " from "		175 00
Ruby Creek and Railway Station...	H. Fooks.....	100 yds.	6 12	" ..	25 00
Ruskin and Mail Catch Post...	E. M. Heaps.....	100 yds.	12 12	" ..	36 00
Ryan and Mail Catch Post .....	A. Moffatt.....	100 yds.	12-14 12	" ..	1 00
St. Leon Hot Springs and Steamer Landing.....	M. Grady .....	100 yds.	14 5	" (from Feb. 1, '04)	0 42
Salmo and Railway Station .....	S. Ross .....	500 yds.	12 12	" ..	50 00
Salmon Arm and Railway Station...	E. McGuire .....	300 yds.	14 12	" ..	90 00
Salmon Arm and Silver Creek.....	G. Armstrong...	10	1 12	" ..	100 00
Sandon and Railway Station. ....	E. R. Atherton..	150 yds.	6 12	" ..	234 72
Sapperton and Railway Station...	T. Johnson.....	50 yds.	19 12	" ..	40 00
Savona and Railway Station.....	G. V. Ogle .....	30 yds.	14 12	" ..	90 00
Shusway and Railway Station.....	S. Spence.....	200 yds.	7 12	" ..	80 00
Sicamous and Railway Station.....	D. McManus.....	400 yds.	as req.	" ..	244 27
Silverdale and Mail Catch Post...	A. E. Skinner .....	6 1/2	6 12	" ..	75 00
Silverton and Wharf.....	J. A. McKinnon .....	1 1/2	24 12	" ..	240 00
Sirdar and Railway Station.....	G. M. Benney...	125 yds.	12 14 12	" ..	137 88
Slocan and Railway Station and Wharf.....	W. E. Worden.	300 yds. 1/2 m.	12-13 12	" ..	180 00
Slocan Junction and Railway Stn...	M. Anderson .....	50 yds.	28 5	" (to Nov. 30, '03).	16 66
do do .....	A. Sherman .....	50 yds.	28 7	" from "	23 34
South Vancouver and Vancouver ..	S. A. Daniels...	5	3 12	" ..	150 00
Sparwood and Mail Catch Post...	W. B. Wardrop.	50 yds.	6-7 12	" ..	1 00
Spences Bridge and Railway Station	A. Clemes .....	50 yds.	14 12	" ..	100 00
Spuzzum and Railway Station.....	W. E. Potter...	100 yds.	14 12	" ..	40 00
Squamish and Wharf.....	D. Galbraith...	1 1/2	1 12	" ..	26 00
Steveston and Railway Station.....	A. H. Wescott..	1 1/2	6 2	" and 4 days (to Sept. 30, '03).	8 98
do do .....	E. Hunt.....	1 1/2	6 9	" from "	37 50
Summerland and Wharf.....	T. E. Moore.....	1 1/2	6 2	" (to Aug. 31, '03).	8 34
do do .....	R. H. English...	1 1/2	6 10	" from "	41 66



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Terra Nova and Vancouver.....	J. Mellis.....	13½	6	12 months.....	336 00
Three Forks and Railway Station.....	J. T. Kelly.....	5	12	12 " ".....	157 00
Tonkin and Morrissey Junction.....	T. R. Stockell, jr.....	5	12	7 " (from Sept. 30, '03).....	0 58
Tonkin and Railway Station.....	W. Haggard.....	5	7	2 " from ".....	58 33
Trail and Railway Station.....	F. N. Brown.....	500 yds.	14	12 " ".....	180 00
Trail and Smelter Junction.....	McCaslin & Carr.....	2	6	12 " ".....	180 00
Tynehead and Railway Station.....	D. M. Robertsor.....	3	2	12 " ".....	100 00
Vancouver and Hastings Street Railway Station.....	H. J. Foote.....	½	6	11 " and 4 days (from July 27, '03) ..	83 64
Vancouver Letter Carrier Service..	British Columbia Electric Ry. Co.....		as req.	12 " ".....	258 33
Vancouver and Railway Station and Nanaimo Steamer Wharf.....	Goss & McNeill.....	½	6	12 " ".....	179 00
Vancouver and C. P. Railway Station.....	The Mainland Transfer Co.....	½	6 as r.	12 " and extra trips..	1,113 39
Vancouver and Seattle Steamer Wharf.....	H. J. Foote.....	½	6	12 " ".....	124 65
Vancouver and Skagway Steamers..	The Mainland Transfer Co.....	½	as req.	12 " ".....	23 00
Vancouver and Squamish Steamer Wharf.....	H. J. Foote.....	½	2	4 " (from Mar. 1, '04)	9 00
Vancouver and Terminus and B. C. Electric Railway.....	The Mainland Transfer Co.....	½	as req.	12 " ".....	15 25
Vancouver and Trans-Pacific Mail Steamers.....	do.....	½	as req.	12 " ".....	119 40
Vancouver and Branch and Sub-Offices, Street Letter & Parcel Boxes, Mount Pleasant and West Fairview.....	H. J. Foote.....	1¾-17½	12	" ".....	163 63
Vancouver and Steamers.....	Footes Parcel Express.....			Special trips.....	2 00
Vancouver Special Parcel Delivery, do do.....	Mainland Transfer Co.....			Dec. 1903.—Jan. 1904....	13 75
Vernon and Railway Station.....	J. Harwood.....	¼	as req.	12 months.....	13 75
				" ".....	195 00
Waneta and Railway Station.....	F. Adie.....	500 yds.	12	12 " ".....	157 00
Wardner and Railway Station.....	J. H. Willson.....	¼	6-14	12 " ".....	163 23
Wattsburg and Mail Catch Post.....	A. E. Watts.....	400 yds.	14	8 " (from Nov. 1, '03)	16 66
Westley and Railway Station.....	J. G. Billings.....	50 yds.	12	11 " (from Aug. 1, '03)	18 33
Whonnock and Mail Catch Post.....	L. C. York.....	50 yds.	14	12 " ".....	100 00
Wilmer and Wharf.....	Upper Columbia Transportation Co.....	1¼	2-3-2	Part of seasons 1902-'03..	15 75
Winlaw and Railway Station.....	J. B. Winlaw.....	50 yds.	6	12 months.....	10 00
Woodward and Wharf.....	W. M. McKenzie.....	200 yds.	2	3 " (from Apl. 1, '04)	0 25
Yale and Railway Station.....	D. J. Creighton.....	100 yds.	14	12 " ".....	60 00
Ymir and Railway Station.....	J. McLeod.....	400 yds.	12	12 " ".....	125 00

APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division,  
&c.—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
<i>Special Service during Blockade on Railway.</i>					
Transfer of Mails at Creston .....	G. W. Munro...				3 50
do do Grand Forks..	N. McLellan & Co .....				3 00
	Total .....				64,802 23
	Less amount withdrawn from Guarantee Fund .....				321 75
					64,480 48

W. J JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

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## APPENDIX B—Continued.

## VICTORIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Victoria Postal Division, made within the Year ended June 30, 1904.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Alberni and Beaver Creek .....	D. K. Dickson..	6½	2	12 months.....	73 68
Alberni and Nanaimo .....	P. Harris.....	58	2	3 " (to Sept. 30, '03).	142 50
do do .....	Fitzgerald & Burke.....	58	2	9 " from " ..	427 50
Alberni and New Alberni .....	P. Harris.....	2½	2	3 " (to Sept. 30, '03).	25 00
do do .....	Fitzgerald & Burke.....	2½	2	9 " from " ..	75 00
Cedar and Nanaimo. . . . .	H. Maguire.....	10	1	12 " .....	95 00
Chemainus and Kuper Island.....	G. Donckele .....	5	1	12 " .....	104 00
Chemainus and Railway Station.....	E. J. Palmer .....	½	12	12 " .....	120 00
Cobble Hill and Railway Station.....	J. T. Porter .....	40 yds.	6	3 " (to Sept. 30, '03).	10 00
do do .....	J. A. Porter.....	40 yds.	6	9 " from " ..	30 00
Colquitz and Victoria .....	R. Chandler.....	5½	6	12 " .....	199 80
Comox and Grantham. ....	J. Blackburn .....	7	1	12 " .....	80 00
Comox and Sandwich (via Courtenay)	R. McQuillan.....	4	2	12 " .....	230 00
Comox and Wharf.....	E. Holmes.....	½	2	12 " .....	72 00
Corfield and Railway Station.....	A. Reid.....	1½	6	12 " .....	99 00
Cowichan Lake and Duncan's Stn.	Price Bros. ....	21	wky.s, ftly. w	12 " .....	240 00
Cowichan Station and Ry. Station.	P. Frumento.....	75 yds.	6	12 " .....	40 00
Crofton and Westholm Station .....	H. Elliot.....	4½	6	12 " .....	300 00
Cumberland and Railway Station.....	D. Kilpatrick.....	1	4	12 " .....	150 00
Cumberland and Steamer Wharf.....	Wellington Colliery Co.....	12	4	12 " .....	240 00
Denman Island and Steamer Wharf	T. H. Piercy.....	½	2	12 " .....	80 00
Duncan's Station and Mount Sicker	H. Keast.....	8	6s, 3w	12 " .....	400 00
Duncan's Station and Ry. Station.....	David Ford.....	200 yds.	12	12 " .....	100 00
Duncan's Station and Tzonhalem.....	W. Morley.....	3	6	12 " .....	175 00
East Sooke and Main Post Road.....	W. J. Burnett.....	10	1	12 " .....	125 00
East Wellington and Northfield.....	J. Wilson.....	2	6	12 " .....	100 00
Errington and Main Post Road.....	J. A. McCarter .....	530 yds.	4	12 " .....	20 00
Esquimalt and Victoria .....	J. F. Witty.....	4	12	12 " .....	425 00
Extension and Nanaimo.....	J. Wilson.....	8	2	12 " .....	180 00
French Creek and Parksville .....	A. Hirst.....	4½	4	10 " (to Apr. 30, '04).	121 75
do do .....	J. E. Parks.....	4½	4	2 " from " ..	24 74
Goldstream and Railway Station.....	J. Phair.....	½	6	12 " .....	80 00
Gordon Head and Victoria.....	N. D. Shaw .....	6½	6	12 " .....	227 00
Hagan and Victoria.....	Wm. Handy.....	14	2	12 " .....	213 20
Happy Valley and Main Post Road.....	J. Walker.....	2½	2	12 " .....	50 00
Hornby Island and Steamer (mail).	Wm. Ford.....	300 yds.	2	3 " (to Sept. 30, '03).	6 50
do do .....	A. E. Thames.....	300 yds.	2	9 " from " ..	19 50



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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in Victoria Postal Division,  
&c.—Continued.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Keating and Railway Station. ....	F. Young ..	300 yds.	6	3 mos. (from Apr. 1, '04)	15 00
Koksilah and Railway Station. ....	J. Boal. ....	200 yds.	6	12 " .....	40 00
Ladysmith and Railway Station. ....	T. Cowan. ....	50 yds.	12	9 " and 14 days (to Apr. 14, '04) ..	79 17
do do .. do .....	do .....	400 yds.	12	2 " and 16 days (from Apr. 14, '04) ..	41 66
Millstream and Railway Station. ....	E. Pike. ....	4	1	12 " .....	30 00
Milne's Landing and Victoria. ....	H. F. Fisher. ....	23	1	12 " .....	75 00
Nanaimo and Comox Steamer Wharf	Thompson & Sco-				
	ville .....	300 yds.	4	12 " .....	52 00
Nanaimo and Railway Station. ....	do .....	$\frac{1}{2}$	12	12 " .....	200 00
Nanaimo and Street Letter Boxes. ....	do .....	$4\frac{3}{4}$	7	12 " .....	180 00
Nanaimo and Vancouver Steamer Wharf. ....	do .....	300 yds.	6	12 " .....	156 00
Nanoose Bay and Main Post Road. ....	Wm. Roberts. ....	2	2	12 " .....	75 00
Northfield and Railway Station. ....	J. Wilson. ....	1	6	12 " .....	190 00
North Saanich and Railway Station	T. J. Forfar. ....	3	6	12 " .....	120 00
Otter Point and Shirley. ....	E. Clark. ....	6	1	12 " .....	65 00
Otter Point and Victoria. ....	H. Clark. ....	30	1	12 " .....	195 00
Retreat Cove and Mail Steamer ...	John Shaw. ....	$\frac{1}{2}$	1	6 " (from Jan. 1, '04)	12 00
Rocky Point and Victoria. ....	T. Parker. ....	26	2	12 " .....	245 00
Shawnigan Lake and Ry. Station. ....	A. Koenig. ....	50 yds.	6	12 " .....	30 00
Shopland and Somenos. ....	Geo. McNeal. ....	4	3	12 " .....	136 00
Sidney and Railway Station. ....	J. J. White. ....	300 yds.	6	12 " .....	50 00
Somenos and Railway Station. ....	J. G. McNeal. ....	50 yds.	12	12 " .....	50 00
South Pender and Mail Steamer ...	A. R. Spalding. ....	$1\frac{1}{2}$	2	12 " .....	24 00
South Wellington and Ry. Station. ....	W. Galloway. ....	$\frac{1}{2}$	12	12 " .....	60 00
Turgoose and Railway Station. ....	F. Turgoose. ....	200 yds.	6	12 " .....	40 00
Union Bay and Railway Station and Steamer Wharf. ....	Geo. Howe. ....	$\frac{1}{2}$	2	12 " .....	50 00
Victoria Letter Carrier Service. ....	B. C. Electric Railway Co. ....			12 " .....	200 00
Victoria and Esquimalt and Nanaimo Railway Station. ....	J. Porter. ....	$\frac{1}{2}$	6	12 " .....	234 76
Victoria and Victoria and Sidney Railway Station. ....	W. G. Bowman. ....	$\frac{1}{2}$	6	3 " (to Sept. 30, '03).	37 50
do do .. do .....	B. Welham. ....	$\frac{1}{2}$	6	1 " (to Oct. 31, '03) ..	12 50
do do .. do .....	H. Brown. ....	$\frac{1}{2}$	6	8 " from " ..	100 00
Victoria and Street Letter Boxes. ....	W. G. Bowman. ....	10	13	3 " (to Sept. 30, '03).	171 25
do do .. do .....	B. Welham. ....	10	13	1 " (to Oct. 31, '03) ..	57 08
do do .. do .....	H. Brown. ....	10	13	8 " from " ..	324 17

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APPENDIX B--*Continued.*DETAIL of all payments for Mail Transportation in Victoria Postal Division,  
&c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Victoria and Wharf (Seattle & Skagway R. P. O.).....	Victoria Trans-fer.....	1	4 t p m	12 months.....	54 00
Victoria and Outer Wharf.....	do .....		12	" .....	140 50
Wellington and Railway Station..	T. Bryant.....	50 yds.	6	12 " .....	72 00
Westholme and Railway Station...	E. Barkley.....	1½	3	3 " (to Sept. 30, '03).	16 87
do .....	G. A. Newhouse	200 yds.	12	9 " (from Oct. 1, '03)	45 00
Young and Railway Station. ....	H. R. Young...	1½	2	12 " .....	60 00
				Total .....	8,837 63

W. J. JOHNSTONE,  
*Accountant.*R. M. COULTER,  
*Deputy Postmaster General.*

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## APPENDIX B—Continued.

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1904.

## CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					\$ cts.
Ahmie Harbour and Burk's Falls.	Muskoka Lakes Navigation and Hotel Co.	40	6	Part of seasons 1903 and 1904.	734 00
Alert Bay and Kingcombe Inlet.	Alert Bay Saw Mill Co.	50	1 per month.	12 months	50 00
Arrowhead and Robson.	Canadian Pacific Railway Co.	122	7	12 months (less fines)	4,463 20
Bella Coola and Namu.	R. Draney	60	1 per month.	7 " (from Dec. 1, 1903).	583 33
Bell Ewart and Roach's Point.	Thomas Ellis.	2	6	Part of seasons 1903 and 1904.	48 00
Burleigh Falls and Lakefield, &c.	Captains P. P. Young and W. H. White.	30	6	" "	119 00
Cutler, Gore Bay and Kagawang.	Capt. W. Fraser.	30 & 52	6 & 4 trips per week.	" "	1,800 00
Cutler and Manitowaning.	Sims Brothers.	55	6	" "	1,500 00
Deseronto and Picton.	Deseronto Navigation Co.	14	6	12 months	939 00
Gananoque and Clayton.	Thousand Islands Railway Co.	12	6	Part of seasons 1903 and 1904.	200 00
Gaspé and North Shore of River St. Lawrence.	F. Veit.	356	2 per month.	" "	1,300 00
Gerard and Trout Lake.	Canadian Pacific Railway.	17	3 trips per week.	9 months and 10 days (from Sept. 21, 1903)	124 44
Glen Island and Picton.	Capt. James Collier.	5	6	Part of seasons 1903 and 1904.	33 66
Gravenhurst and Rosseau, Port Cockburn and Rala.	Purvis Brothers.	60	2 trips per week.	Part of season 1904.	135 00
Halifax and Boston.	Muskoka Lakes Navigation and Hotel Co.	48, 50 & 25	6	Part of seasons 1903 and 1904.	2,923 00
	Canada Atlantic and Plant Steamship Co.	389	Weekly.	" "	28 04
			6 per year to Dec. 31, '03		
Hazelton and Port Essington.	Jas. Thomson.	180	11 per year from Jan. 1 to June 30, 1904.	12 months	555 00
Kaslo and Lardo.	Canadian Pacific Railway	18	3 & 6 p. week	"	169 56
Kaslo and Nelson.	do	45	6	2 months (to June 30, 1904).	234 00
Kaslo and Nelson, Kootenay and K. River.	Kootenay Railway and Navigation Co.	45 & 5	6 & 2	10 " (to April 30, 1904).	1,247 75



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Kingston and Cape Vincent.....	M. H. Folger.....	18	12 "		1,200 00
Kingston and Thousand Islands Park .....	M. H. Folger.....	52	6 "	Part of season 1903.	200 00
Kootenay Landing and Nelson.....	Canadian Pacific Railway Co.....	52	6 & 7	12 months.....	1,877 20
Lachine and Carillon.....	Ottawa River Navigation Co.....	48	6	Part of seasons 1903 and 1904.....	333 00
Lindsay and Bobcaygeon and Sturgeon Point.....	Trent Valley Navigation Co.....	24 & 12	12	" " "	196 50
Lourees du Blanc Sablon and Natashquan.....	Joseph Hebert.....	271	4 per season.	" " "	400 00
Midland and Honey Harbour.....	F. S. Grise.....	12	Tri-weekly..	" " "	10 00
Montreal and Quebec.....	Richelieu and Ontario Navigation Co.....	180	6	" " "	1,200 00
Nanaimo and Comox and Vancouver.....	Esquimalt and Nanaimo Railway Co.....	60 & 40	2 & 6	12 months.....	3,772 00
Nanaino, Gulf Islands and Sidney.....	E. V. Bodwell.....	60 & 62	4 & 6	" " "	4,580 00
New Liskeard and Ville Marie.....	A. Lumsden.....	18½	1	3 " (to June 30, 1904).....	40 00
New Westminster and Steveston.....	Canadian Pacific Railway.....	20	6	12 " " "	628 00
North Sydney and Port au Basque.....	Reid Newfoundland Co.....	96	Tri-weekly..	12 " " "	20,756 61
Okanagon Landing and Penticton.....	Canadian Pacific Railway Co.....	60	3	12 " " "	942 00
Ottawa and L'Orignal.....	Ottawa River Navigation Co.....	59	6	Part of seasons 1903 and 1904.....	444 00
Ottawa and Thurso.....	do.....	30	3	" " "	160 37
Owen Sound, Meldrum Bay, Cockburn Island and Thessalon.....	Algoma Navigation Co.....	300	Semi-weekly 4 & 3	" " "	139 86
Owen Sound and Killarney.....	Northern Navigation Co.....	196	" " "	" " "	154 20
Parry Sound and Penetanguishene, Midland and French River.....	Northern Navigation Co.....	140 & 66	Semi-weekly and 6 & 3 per week..	" " "	701 89
Pembroke and Rapid des Joachims.....	Pembroke Navigation Co.....	50	6	" " "	100 00
Port Hope, Cobourg and Summerville, N. Y. Co.....	Lake Ontario and Bay of Quinte Steamship Co.....	60	6	" " "	963 00
Port Mulgrave and Quebec.....	Holliday Bros.....	700	" " "	1 special trip.....	135 00
Quebec and Chicoutimi, and Rivière du Loup. Quebec and Esquimaux Point.....	Richelieu and Ontario Navigation Co..... Holliday Bros.....	234 400	2, 4 & 6	Part of seasons 1903 and 1904. 2 special trips.....	3,500 00 360 00
do do.....	A. Fraser & Co.....	400	3 trips per month.....	Part of season 1903 (less fines) 1904.....	1,520 00 1,260 00
do do.....	W. A. Marsh.....	400	18 & 76, and as required.	12 months.....	1,000 00
Quebec and Levis.....	Quebec and Levis Ferry Co.....	1	As required. 12	Part of seasons 1903 and 1904..... 12 months.....	4,640 00 1,570 00
Rimouski and Wharf and Mail Steamers. Roseberry and Slocan.....	Captain J. H. Dorion. Canadian Pacific Railway.....	25	6	Part of seasons 1903 and 1904.....	1,503 33
St. John and Fredericton.....	Star Line Steamship Co.....	84	1	" " "	455 70
Sault Ste. Marie and Michipicoten.....	Algoma Central and Hudson's Bay Railway Wm. Robinson.....	105 280	1	" " "	70 00
Selkirk and Grand Rapids.....	do.....	280	1	" " "	
Toronto and Niagara.....	Niagara Navigation Co.....	36	12	" " "	896 00

APPENDIX B—Concluded.

DETAIL of all payments for Mail Transportation in Dominion of Canada, made within the Year ended June 30, 1904—Concluded.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS—Concluded.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.  % cts.
Vancouver and North Vancouver.	Alexander Philip.	3	12	12 months	300 00
Vancouver and Port Neville and Rock Bay.	Union Steamship Co.	173 & 19	2 & 1	12 "	1,200 00
Vancouver and Seattle.	Western Steam Navigation Co.	140	3	12 " (half cost of service, balance paid by the United States).	150 00
Vancouver and Squamish.	Terminal Steamship Co.	35	1	12 months	300 00
Vancouver and Victoria.	Canadian Pacific Railway Co.	80	7	12 "	8,500 00
Victoria and Port Townsend.	Alaska Steamship Co.	40	6	12 "	3,047 17
Wabigoon and Gold Rock.	Wabigoon and Manitou Steamboat Co.	60	2	Parts of seasons 1903 and 1904.	221 75
Warton and Ports on Georgian Bay.	Dominion Fish Co.	500	2	" "	75 00
Windermere and Golden.	Upper Columbia Transportation Co.	100	1	" "	270 00
Yarmouth and Boston.	Dominion Atlantic Railway Co.	250	6 & 4		2,763 92
				Total.	89,723 48

W. J. JOHNSTONE,  
Accountant.

R. M. COULTER,  
Deputy Postmaster General.

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APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1904.

## CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		\$ cts.
Alberta Railway and Coal Company.	12 months.	417 62
Algoma Central Hudson Bay Railway.	12 do	113 83
Atlantic and Lake Superior Railway.	12 do	6,505 68
Bay of Quinté Railway.	12 do	6,971 98
Boston and Maine Railway.	12 do	2,528 89
British Columbia Electric Company.	12 do	655 00
Brockville, Westport and Sault Ste. Marie Railway.	12 do	2,251 60
Canada Atlantic Railway.	12 do	15,530 38
Canada Coals and Railway Company.	12 do	301 44
Canada Eastern Railway.	12 do	3,994 08
Canadian Northern Railway.	12 do	20,289 92
Canadian Pacific Railway.	12 do	688,351 71
Cape Breton Railway.	8 do and 24 days (from Oct. 7).	110 36
Caraquet Railway.	12 do	1,979 60
Central Railway, (N.B.).	6 do	564 56
Central Railway (N.S.).	3 do	467 68
Central Ontario Railway.	12 do	7,152 92
Central Vermont Railway.	12 do	6,366 27
Cumberland Railway and Coal Company.	12 do	1,018 20
Dominion Atlantic Railway.	12 do	13,388 96
Elgin and Havelock Railway.	12 do	678 24
Esquimalt and Nanaimo.	12 do	3,906 24
Grand Trunk Railway.	12 do	365,947 41
Great Northern Railway.	12 do	2,143 45
Halifax and Yarmouth Railway.	12 do	2,488 49
Halifax and South Western Railway.	6 do 12 days (from Oct. 19).	2,458 20
Hamilton, Grimsby and Beamsville Electric Railway	12 do	469 00
Hamilton Radial Electric Railway.	12 do	235 50
Hull Electric Railway.	12 do	600 00
Intercolonial Railway.	12 do	155,948 78
Inverness Railway and Coal Company	12 do less period of interrupted service on account of snow blockade.	441 40
Irondale, Bancroft and Ottawa.	12 do	722 20
Kent Northern Railway.	12 do	678 24
Kingston and Pembroke Railway.	12 do	7,211 80
Kootenay Railway and Navigation Company.	12 do	1,526 65
Lake Erie and Detroit River Railway.	12 do	9,319 81
Maine Central Railway.	12 do	796 92
Manitoulin and North Shore Railway.	12 do	40 56
Metropolitan Railway.	12 do	2,076 56
Michigan Central Railway.	12 do	43,678 33
Midland Railway.	12 do	176 32
Moncton and Buctouche.	12 do	401 92
Nelson and Fort Sheppard Railway.	12 do	1,620 00
New Brunswick Coal and Railway Company.	6 do (from Jan. 1, '04.)	591 24
New Brunswick and Prince Edward Island Railway	12 do	1,104 48
New Brunswick and Southern Railway.	12 do	2,099 40
New Westminster and Southern.	12 do	524 04
Nova Scotia Steel and Coal Company.	12 do	287 00
Orford Mountain Railway.	12 do	527 52
Ottawa and New York.	12 do	2,345 13
Ottawa Northern and Western.	3 do (to Sept. 30, '03).	1,665 45
Prince Edward Island Railway.	12 do	18,710 77
Quebec Central Railway.	12 do	12,580 28
Quebec and Lake St. John Railway.	12 do	13,279 08
Quebec Railway Light and Power Company.	12 do	1,859 03
Quebec Southern Railway.	6 do (to Dec. 31, '03).	671 48
Red Mountain Railway.	12 do	290 80



APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1904.—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

Name of Railway.	Period.	Amount.
		\$ cts.
St. John Bridge and Railway Extension Company..	12 months .....	500 00
St. Lawrence and Adirondack Railway.....	12 do .....	2,160 32
St. Mary's River Railway Company.....	12 do .....	213 52
Salisbury and Harvey Railway.....	12 do .....	2,260 80
South Shore Railway.....	6 do (to Dec. 31, '03.)...	707 91
Sydney and Glace Bay Electric Railway.....	12 do .....	828 96
Sydney and Louisburg Railway.....	12 do .....	1,167 20
Temiscamingue and North Ontario Railway.....	(From Dec. 14, '03 to Apr. 12, '04)...	232 56
Temiscouata Railway .....	12 months .....	5,718 78
Thousand Islands Railway.....	12 do .....	732 00
Tilsonburg, Lake Erie and Pacific Railway.....	12 do .....	502 40
Toronto, Hamilton and Buffalo.....	12 do .....	3,102 12
Victoria and Sydney Railway.....	12 do .....	433 58
Total.....	.....	\$1,457,622 55

W. J. JOHNSTONE,  
*Accountant.*

R. M. COULTER,  
*Deputy Postmaster General.*

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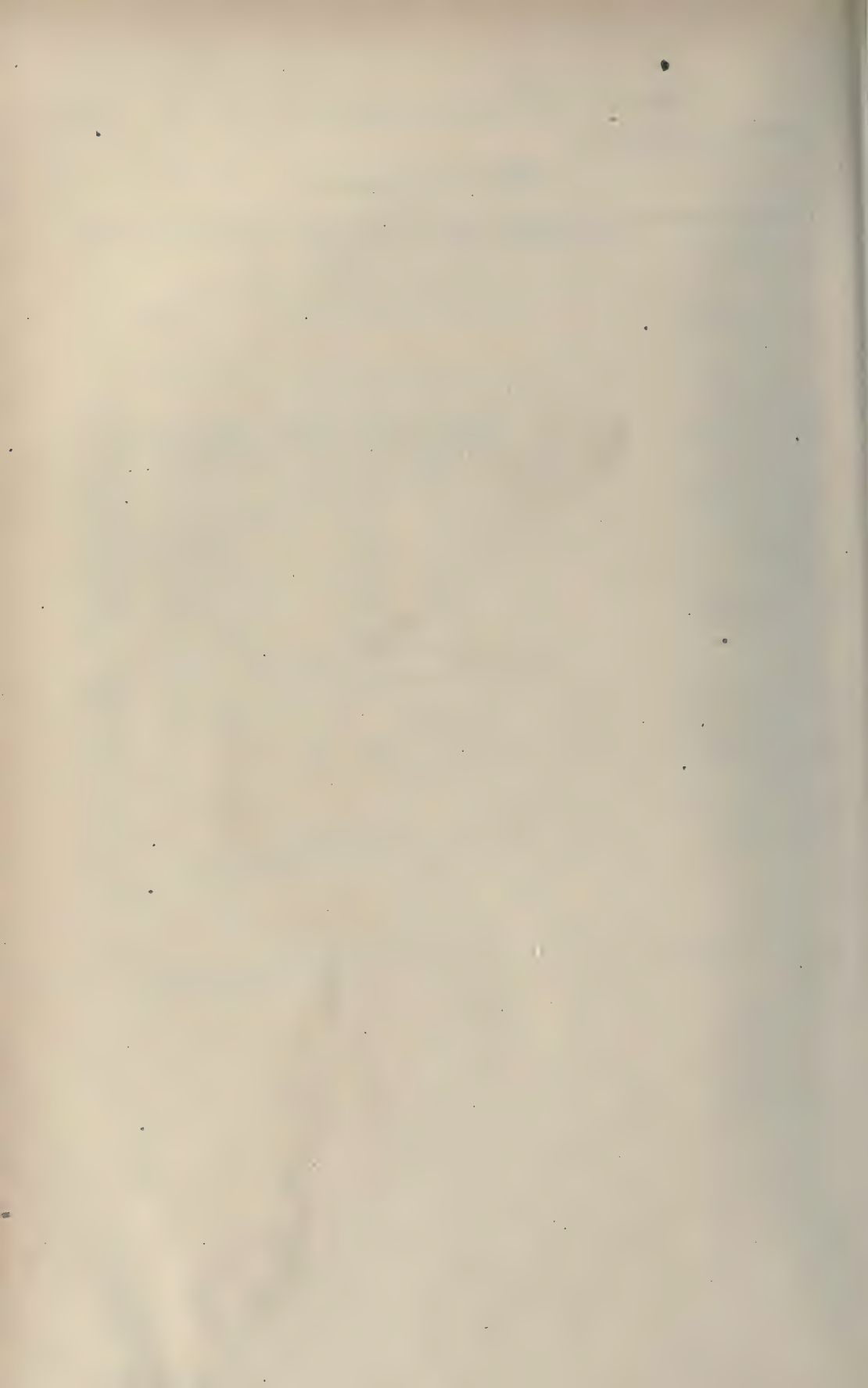
APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Year ended June 30, 1904.

To whom paid.	Particulars of Disbursements.	Amount.
		\$ cts.
H. L. Carson. ....	Mail bags supplied; and repaired for Post Office Department.	9,653 83
E. G. Shepherd. ....	Steel clamp mail locks, steel ferrules and slip fasteners supplied and mail locks repaired for Post Office Department	3,786 75
W. Willis & Son. ....	Mail bags, leather pouches and straps supplied, and mail bags repaired for Post Office Department. ....	3,217 55
C. H. Hall. ....	Mail bags repaired for Post Office Department. ....	2,024 75
Mrs. P. O'Donoghue. . .	do do	1,513 43
M. Scarrow. ....	do do	1,391 65
G. Lugsdin & Co. ....	do do	1,365 45
Ottawa supply Co. ....	do do	1,055 00
S. S. Stratton. ....	do do	921 19
Desmarais & Choquette . . .	do do	859 51
C. Warner. ....	do do	851 06
M. J. Wilson & Son. ....	do do	820 41
Thos. Fardy. ....	do do	600 00
Jas. Christy. ....	do do	521 02
Pritchard & Andrews. ....	Presses, dies, lead seals &c., for mail bags supplied the Post Office Department. ....	351 60
Thornton & Truman. ....	Repairing mail locks for Post Office Department. ....	124 40
T. H. Winter. ....	Cartage of mail bags. ....	60 65
Canadian Pacific Railway Co..	Erecting mail catch posts and moving crane. ....	42 55
G. May & Sons. ....	Supplying leather mail bags. ....	30 00
Smith Railway Mail Service Co.	Supplying mail cranes. ....	30 00
Grand Trunk Railway System.	Moving and repairing mail catching posts. ....	24 85
Intercolonial Railway. ....	Erecting mail catching post. ....	19 00
Atlantic & Lake Superior Railway Co. ....	Erecting mail crane. ....	18 50
Quebec Central Railway. ....	Supplying mail crane. ....	15 00
F. P. Bent. .... (to pay)	Freight on mail cranes. ....	2 91
G. Bailey & Co. ....	Repairing mail locks, &c., for Post Office Department. ....	1 20
F. Julien. ....	Repairing mail catching post for Post Office Department. ....	50
	Total. ....	29,302 76

W. J. JOHNSTONE,  
*Accountant.*

R. M. COULTER,  
*Deputy Postmaster General.*





## APPENDIX C

# MONEY ORDER TRANSACTIONS



## APPENDIX C.

## MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended  
June 30, 1904.

	Number of Orders.	Amount.	Total.
		\$ cts.	\$ cts.
Total number and amount of Money Orders issued in—			
Ontario.....	798,448	11,495,292 86	
Quebec.....	297,202	4,997,871 39	
Nova Scotia....	214,236	3,050,530 06	
New Brunswick .	87,543	1,347,417 66	
Prince Edward Island .....	14,320	232,854 80	
Manitoba.....	160,981	2,903,959 34	
North-west Territories.....	113,180	1,822,408 00	
Yukon.....	20,307	877,289 24	
British Columbia.....	163,016	2,925,188 07	
Total number and amount of Money Orders issued....	1,869,233		29,652,811 42
Total number and amount of Money Orders paid in—			
Ontario.....	838,131	12,670,277 60	
Quebec ..	298,413	5,229,152 09	
Nova Scotia .....	129,118	2,362,548 64	
New Brunswick.....	71,463	1,284,658 72	
Prince Edward Island.....	12,528	258,129 15	
Manitoba.....	97,415	2,380,931 81	
North-west Territories.....	41,287	1,021,097 50	
Yukon.....	2,033	97,644 01	
British Columbia.....	67,738	1,630,284 40	
Total number and amount of Money Orders paid....	1,558,126		26,934,723 92
Total amount of Money Orders issued and paid.....			56,587,535 34



## APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to June 30, 1904.

Year ended June 30.	UNITED STATES.		UNITED KINGDOM.		FRANCE.		GERMANY.		ITALY.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1868. ....			389,796	87,437						
1869. ....			367,092	94,308						
1870. ....			415,393	110,585						
1871. ....			474,376	121,644						
1872. ....			577,443	142,301						
1873. ....			665,407	156,888						
1874. ....			661,501	171,487						
1875. ....			572,246	174,160						
1876. ....			491,363	194,680						
1877. ....	212,135	156,134	409,474	188,116						
1878. ....	276,821	207,889	383,808	189,082						
1879. ....	328,264	246,586	361,940	176,067						
1880. ....	335,200	308,256	397,589	181,561						
1881. ....	420,966	494,637	430,686	175,461						
1882. ....	610,094	807,372	550,150	170,304						
1883. ....	781,167	1,003,079	827,200	196,467						
1884. ....	1,023,548	1,015,358	862,822	257,738			16,100	5,612	11,482	592
1885. ....	1,190,852	959,691	753,743	294,484	16,720	18,475	23,039	7,137	23,273	620
1886. ....	1,288,245	820,046	769,679	299,563	18,724	15,107	29,425	7,447	30,362	865
1887. ....	1,232,000	861,347	837,146	304,115	20,409	12,717	40,318	9,700	48,000	1,331
1888. ....	1,262,382	1,096,363	958,001	328,674	27,077	13,656	39,797	9,792	31,478	1,517
1889. ....	1,297,734	1,283,094	1,033,331	364,657	31,719	13,833	30,929	10,518	32,044	1,654
1890. ....	1,391,743	1,261,103	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,067
1891. ....	1,471,946	1,332,196	975,378	381,452	38,275	22,983	31,265	10,452	48,761	939
1892. ....	1,469,819	1,465,904	937,679	393,289	38,275	22,983	31,265	10,452	48,761	939
1893. ....	1,478,102	1,515,212	845,930	412,588	39,420	30,879	31,370	10,262	57,528	971
1894. ....	1,461,304	1,645,140	909,273	458,703	37,736	29,266	34,491	13,295	48,671	851
1895. ....	1,634,750	1,451,817	818,384	487,912	41,279	29,281	34,271	15,469	51,835	469
1896. ....	1,443,419	1,352,986	775,866	479,104	39,792	27,570	29,162	15,629	26,829	1,291
1897. ....	1,365,827	1,510,695	744,886	495,585	39,537	32,800	30,257	15,579	27,715	1,434
1898. ....	1,354,196	1,605,989	793,615	523,626	37,860	28,654	31,212	15,433	30,715	1,533
1899. ....	1,393,285	1,492,868	819,647	524,665	43,019	24,008	30,055	17,184	27,159	253
1900. ....	1,376,598	1,544,321	928,665	505,757	43,768	26,801	28,650	19,632	29,807	1,323
1901. ....	1,680,617	1,804,830	1,023,039	519,497	47,344	27,508	32,826	18,218	59,999	842
1902. ....	2,118,295	1,909,168	1,172,580	552,231	51,860	32,390	38,980	16,587	106,145	818
1903. ....	3,173,310	2,866,183	1,497,414	636,034	54,505	32,657	40,805	14,224	223,098	2,273
1904. ....	3,682,312	3,783,945	2,209,742	761,482	71,180	33,760	52,907	15,660	305,513	2,710
1904. ....	4,422,010	4,167,641			75,555	52,598	58,702	24,067	546,283	4,728

\*Eight months' business only, from November 1, 1884.

†Including all British possessions and foreign countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is no direct exchange of Money Orders.

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## APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &amp;c.—Continued

Year ended June 30.	SWITZERLAND, ROUMANIA, BULGARIA AND SERVIA.		BELGIUM.		NEWFOUNDLAND.		JAMAICA.		JAPAN.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	%	%	%	%	%	%	%	%	%	%
1868.					3,321	3,142				
1869.					3,246	6,514				
1870.					5,246	7,328				
1871.					4,321	5,049				
1872.					3,656	4,928				
1873.					4,799	3,807				
1874.					5,753	6,014				
1875.					7,197	6,930				
1876.					5,305	8,499				
1877.					5,699	12,280				
1878.					6,245	23,076				
1879.					5,061	21,509				
1880.					3,570	22,452				
1881.					4,883	19,901				
1882.					4,309	20,644				
1883.					5,415	24,448				
1884.	3,804	696	*929	*1,295	5,291	29,150	777	4,039		
1885.	3,643	1,069	1,146	3,333	6,652	37,863	696	6,481		
1886.	3,702	1,356	2,113	4,550	6,467	40,092	718	8,557		
1887.	3,069	1,661	3,726	4,686	11,997	42,114	1,527	15,509		
1888.	3,920	2,007	7,305	3,812	22,177	51,482	1,035	18,462		
1889.	3,255	2,460	15,876	4,937	24,055	63,814	1,101	19,847		
1890.	4,247	3,523	15,764	4,743	26,942	73,555	1,712	10,450	†1,110	†384
1891.	5,090	2,963	11,474	8,654	28,265	73,545	1,722	5,344	5,069	699
1892.	6,088	3,075	15,303	9,260	22,247	88,124	1,827	10,781	8,707	1,103
1893.	5,025	705	12,753	11,358	21,949	127,389	1,404	5,952	8,997	507
1894.	5,251	2,342	18,357	13,223	19,208	220,234	1,166	6,207	19,203	1,108
1895.	4,921	1,668	11,957	13,734	20,306	123,070	1,315	6,034	31,764	1,812
1896.	4,089	2,691	8,966	11,387	16,795	138,770	1,511	5,674	61,704	932
1897.	4,316	1,627	8,311	13,470	18,811	43,397	1,743	8,899	54,619	930
1898.	4,623	1,554	15,792	10,482	27,960	43,761	1,677	17,750	75,870	1,627
1899.	5,878	1,957	11,436	14,445	33,612	44,924	1,684	11,711	93,592	1,386
1900.	8,491	1,848	10,855	9,832	53,646	50,512	1,466	12,665	210,872	1,554
1901.	16,155	2,203	11,356	12,470	78,509	53,503	1,673	6,766	150,407	2,302
1902.	16,181	1,537	15,464	12,082	91,364	51,242	2,137	3,979	304,179	1,574
1903.	23,890	2,867	17,392	11,523	129,802	61,098	1,898	4,098	291,865	3,954
1904.	33,474	3,023	29,932	15,618	119,706	75,231	2,518	6,004	259,908	4,543

\*Nine months' business only, from October 1, 1883.

†Nine months' business only, from October 1, 1889.



## APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &amp;c.—Continued.

Year ended June 30.	AUSTRALASIAN COLONIES AND NEW ZEALAND.		HONG-KONG.		BARBADOS.		THE LEEWARD ISLANDS.		BERMUDA.		BRITISH GUIANA.		HAWAIIAN ISLANDS.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	£	£	£	£	£	£	£	£	£	£	£	£	£	£
1868.														
1869.														
1870.														
1871.														
1872.														
1873.														
1874.														
1875.														
1876.														
1877.														
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1879.														
1880.														
1881.														
1882.														
1883.														
1884.	3,854	4,051												
1885.	5,110	4,521												
1886.	9,573	8,829												
1887.	6,069	7,477												
1888.	7,318	13,525												
1889.	9,448	14,121												
1890.	9,327	14,398												
1891.	9,708	11,118												
1892.	13,358	11,078	3,162	324	801	3,006	*2	*515						
1893.	13,989	12,153	3,888	731	952	3,078	398	4,672	+516	+411	+19	1,531		
1894.	16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	1,208	105	1,840	+129	+233
1895.	14,289	10,472	4,047	801	769	4,453	265	3,117	2,322	1,501	128	2,382	1,005	1,552
1896.			4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1897.			3,712	572	1,334	5,777	649	2,663	1,343	2,701	276	2,466	1,263	1,663
1898.			3,306	598	1,752	5,433	499	1,837	1,007	3,001	182	1,900	934	2,088
1899.			1,749	629	1,570	5,524	679	2,573	1,260	3,376	238	1,901	1,012	1,856
1900.			1,293	1,190	1,662	8,491	2,006	1,502	585	3,347	217	2,513	1,146	2,220
1901.			1,871	1,229	1,940	8,016	1,156	3,871	1,013	2,486	318	1,637	§	§
1902.			1,310	1,423	2,410	9,312	1,237	2,886	1,595	2,189	177	2,138		
1903.			1,906	1,981	2,753	10,867	1,310	3,016	1,960	2,625	653	2,997		
1904.			2,903	1,575	4,215	10,257	899	3,616	1,306	3,790	512	3,102		

\*Three months' business only, from April 1, 1892. †Six months' business only, from January 1, 1893.  
 ‡Six months' business only, from January 1, 1894. §Hawaii having been annexed to the United States, the convention was abrogated on June 14, 1900, and the issues to and from Hawaii since that date are included in the issues to and from the United States.



## APPENDIX C—Continued.

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &amp;c.—Continued.

Year ended June 30.	FIJI.		NEW SOUTH WALES.		NEW ZEALAND.		QUEENS- LAND.		VICTORIA (AUSTRALIA).		TASMANIA.		SOUTH AUSTRALIA.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	£	¢	£	¢	£	¢	£	¢	£	¢	£	¢	£	¢
1868.....														
1869.....														
1870.....														
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1872.....														
1873.....														
1874.....														
1875.....														
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1894.....														
1895.....														
1896.....	126		4,857	2,970	3,512	3,735	1,007	1,368	3,004	2,665	243	293	476	436
1897.....	31		3,956	3,862	2,728	3,425	528	2,173	2,866	3,790	342	450	687	396
1898.....	32	12	5,346	4,939	3,536	4,802	1,348	1,384	3,445	3,024	896	244	475	583
1899.....	125	36	5,501	2,434	4,061	4,380	1,197	2,295	3,199	2,769	888	371	612	2,067
1900.....	122	59	4,480	4,543	7,108	5,463	1,709	2,285	3,170	3,139	1,682	288	576	1,949
1901.....	27		10,545	5,972	8,283	6,036	2,923	2,780	4,520	3,043	2,158	244	786	1,816
1902.....	84	8	6,215	4,769	9,534	8,433	3,323	1,675	4,477	2,765	1,773	587	599	1,626
1903.....	88	397	6,897	6,127	7,604	9,419	2,288	2,290	5,436	2,229	696	338	427	1,538
1904.....	398	1,095	7,717	6,066	11,022	9,066	2,829	3,070	3,342	3,034	503	504	1,228	401

APPENDIX C—*Continued.*TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	TRINIDAD.		NORWAY.		TRANSVAAL.		CAPE OF GOOD HOPE.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
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1898								
1899								
1900								
1901								
1902								
1903	131	2,132	12,242	757	256		533	2,154
1904	528	4,983	66,012	3,852	1,652	12,455	2,884	7,502

Trinidad from December 1, 1902.

Norway from March 1, 1903.

Transvaal from March 1, 1903.

Cape of Good Hope from April 1, 1903.

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## APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1904.

Year ended June 30.	Number of Money Order Offices.	Total Money Orders Issued.	Total Amount of Money Orders Issued.	WHERE PAYABLE.				Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Money Orders.	Expenditure for Salaries, Postages, Stationery and Miscellaneous.		Losses sustained in conducting the Money Order system.
				In Canada.		In Other Countries.				Stationery and Postages.	Compensation for Salaries, Postages, Stationery and Miscellaneous.	
				\$	cts.	\$	cts.					
1868	515	90,163	3,352,881 40	2,959,702 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55			
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99			
1870	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74			
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	3,295 68			
1872	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35			
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92			
1874	662	173,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	53,263 35	47,362 18	118 94			
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64			
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21			
1877	754	253,962	6,856,821 13	6,161,825 99	691,995 14	408,255 99	54,847 50	51,740 06	6,166 49			
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68			
1879	772	281,725	6,738,723 29	6,086,521 05	702,202 24	505,833 69	53,008 42	47,222 93	147 00			
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20			
1881	786	338,238	7,725,212 06	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26			
1882	806	372,418	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78			
1883	828	419,613	9,490,809 62	7,634,735 27	1,856,164 35	1,296,274 95	65,485 20	673,035 92	58 85			
1884	866	463,502	10,067,834 83	7,971,919 70	2,095,915 15	1,262,807 31	68,870 31	77,499 12	882 61			
1885	885	499,243	10,384,210 99	8,254,003 12	2,130,207 87	1,185,750 92	73,592 86	683,211 35	4,295 59			
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39			
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14			
1888	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85			
1889	990	673,813	11,265,919 95	8,632,418 91	2,573,501 04	1,756,944 74	92,047 98	96,067 40	..			
1890	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,038 76	100,066 80	102,462 61	..			
1891	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	2,077,886 85	102,462 61	103,927 34	..			
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,269,635 29	108,024 13	107,084 82	..			
1893	1,168	967,866	12,902,975 61	10,404,857 08	2,498,118 53	2,224,348 66	106,543 67	105,332 57	..			
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,450,674 23	..	..	..			
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,355,199 58	..	..	..			
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,245,467 05	..	..	..			
1897	1,349	1,162,209	12,987,230 88	10,680,835 19	2,306,395 69	..	..	..	..			



## APPENDIX C—Continued.

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1904.—Concluded.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	WHERE PAYABLE.		Amount of Orders Issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.		Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses, sustained in conducting the Money Order system.		
				In Canada.	In Other Countries.		\$	cts.			\$	cts.
1898.	1,739	1,164,857	14,518,480 22	12,082,658 34	2,435,821 88	2,162,971 34	109,163 94					
1899.	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34					
1900.	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44					
1901.	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,592,845 08	122,598 49					
1902.	2,066	1,446,129	23,549,402 07	18,423,034 57	5,126,367 50	3,575,803 00	133,106 38					
1903.	2,125	1,668,705	26,868,202 38	20,761,077 94	6,107,124 44	4,604,527 95	154,946 64					
1904.	2,214	1,869,233	29,652,811 42	21,706,474 41	7,946,337 01	5,197,121 59	176,031 66					

*a.* This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in the money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b.* Including the amount of the "Void" orders of the previous years. *c.* Including payment for services partly chargeable to preceding year. \* Under the system of accounts introduced July 1, 1888, these items cannot be given separately.

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## APPENDIX C—Continued.

The interchange of Money Orders between Canada and other Countries and Colonies for the Years of 1902-1903 and 1903-1904 was as follows :—

ISSUED IN CANADA.				PAYABLE IN CANADA.			
Number.	Number.	Amount.	Amount.	Number.	Number.	Amount.	Amount.
1903.	1904.	1903.	1904.	1903.	1904.	1903.	1904.
		\$	cts.			\$	cts.
United States.....	344,665	449,065	3,682,312 43	270,779	300,508	3,783,945 47	\$ cts.
* United Kingdom.....	114,470	167,306	1,197,414 69	37,341	45,231	636,034 42	4,167,641 17
France.....	7,473	8,235	71,180 61	1,849	2,558	33,760 25	761,481 61
Germany.....	3,104	3,302	52,907 39	673	744	15,660 20	52,398 53
Japan.....	8,067	8,019	291,865 24	168	204	3,954 72	24,067 58
Newfoundland.....	8,446	7,546	123,802 38	5,514	6,100	61,098 72	4,542 82
Italy.....	8,854	14,796	305,513 92	79	131	2,710 51	75,231 27
Belgium.....	1,093	1,701	17,392 40	434	559	11,523 98	4,727 69
+ Switzerland.....	2,243	2,968	23,890 71	156	159	2,867 43	15,618 23
New South Wales.....	349	396	6,897 30	324	349	6,127 21	3,023 02
Hong-Kong.....	119	169	1,906 95	104	95	1,981 01	1,575 25
Victoria (Australia).....	252	230	5,436 08	179	189	2,229 87	3,034 51
New Zealand.....	299	381	7,604 79	481	588	3,941 32	9,066 23
Jamaica.....	135	177	1,898 01	223	292	4,098 18	6,004 40
Bermuda.....	144	226	1,960 90	224	249	2,625 69	3,789 39
Barbados.....	226	346	2,753 71	500	487	10,867 62	10,256 49
Tasmania.....	58	51	696 59	31	28	338 06	503 62
Leeward Islands.....	87	81	1,310 57	131	174	3,016 59	3,616 65
Queensland.....	105	142	2,288 04	83	98	2,290 72	3,069 62
South Australia.....	34	49	427 80	57	37	1,538 37	400 74
British Guiana.....	51	68	653 89	175	166	2,937 01	3,102 24
Fiji.....	10	14	88 34	18	206	397 68	1,095 50
Trinidad.....	16	44	131 60	98	206	2,132 13	4,982 67
Norway.....	507	2,591	256 12	22	92	757 86	3,852 06
Transvaal.....	12	92	533 98	88	561	2,154 93	12,454 77
Cape of Good Hope.....	27	147	2,883 63	88	442	7,502 45	7,502 45
+ Austria.....		3,556	80,551 78	161	161	7,816 32	7,816 32
Total.....	500,822	671,556	6,107,124 44	319,731	360,368	4,604,527 95	5,197,121 59
			7,946,450 64				

\* Including all British possessions and foreign countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange of Money Orders. + Including Roumania, Servia and Bulgaria. † Direct exchange with Austria since 1st April, 1904, instead of through United Kingdom as formerly.

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APPENDIX C—*Continued.*

## MONEY ORDERS.

The number of money order offices in operation on June 30, 1904 was 2,214, an increase during the year of 89.

The number of offices situated in each of the several provinces of the Dominion on June 30 of the years 1898, 1899, 1900, 1901, 1902, 1903 and 1904, was as follows:—

	1898.	1899.	1900.	1901.	1902.	1903.	1904.
Ontario.....	803	816	830	843	885	898	917
Quebec.....	371	376	386	399	485	509	543
Nova Scotia.....	203	206	209	211	221	229	233
New Brunswick.....	127	129	134	137	137	137	139
Prince Edward Island.....	17	18	19	21	23	24	26
Manitoba.....	90	96	106	112	126	130	136
North-west Territories.....	49	50	59	63	70	75	82
British Columbia.....	79	88	103	115	115	118	129
Yukon.....	..	..	1	3	4	5	9
Totals.....	1,739	1,779	1,847	1,904	2,066	2,125	2,214

The total number of money orders issued during the fiscal year 1903-1904 was 1,869,233, of the value of \$29,652,811.42, an increase in number of 200,528 and in amount of \$2,784,609.04 compared with the year ended June 30, 1903.

The number of money orders issued in each of the provinces during the past six years is shown in the following statement:—

	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.
Ontario.....	541,363	516,174	546,860	655,471	735,481	798,448
Quebec.....	134,050	144,372	157,766	210,652	253,492	297,202
Nova Scotia.....	116,122	126,839	139,573	170,091	193,843	214,236
New Brunswick.....	61,074	58,699	61,019	72,559	80,101	87,543
Prince Edward Island.....	9,220	8,808	9,179	11,724	13,040	14,320
Manitoba.....	63,159	65,599	64,821	104,766	136,261	160,981
North-west Territories.....	38,623	38,193	39,920	59,112	86,651	113,180
British Columbia.....	97,762	107,078	112,351	134,499	145,295	163,016
Yukon.....	..	9,160	19,535	27,255	24,541	20,307
Totals.....	1,061,373	1,074,922	1,151,024	1,446,129	1,668,705	1,869,233

The total sums received in each province for money orders issued during the same years are shown as follows (cents omitted):—

	1898-99.	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.
Ontario.....	\$6,717,325	\$7,016,205	\$7,705,065	\$9,347,038	\$10,575,103	\$11,495,293
Quebec.....	1,972,224	2,282,803	2,528,416	3,460,116	4,248,119	4,997,871
Nova Scotia.....	1,565,164	1,780,057	2,002,531	2,455,330	2,795,685	3,050,530
New Brunswick.....	840,047	872,021	926,226	1,100,059	1,221,593	1,347,418
Prince Edward Island.....	131,913	127,979	136,020	176,287	202,687	232,855
Manitoba.....	1,019,045	1,188,939	1,025,190	1,949,597	2,603,237	2,903,959
North-west Territories.....	589,135	632,291	647,192	1,049,556	1,476,920	1,822,408
British Columbia.....	1,633,144	1,864,691	1,951,289	2,383,669	2,518,225	2,925,188
Yukon.....	..	444,083	1,034,328	1,627,750	1,226,633	877,289
Totals.....	\$14,467,997	\$16,209,069	\$17,956,257	\$23,549,402	\$26,868,202	\$29,652,811



## APPENDIX C—Continued.

The gross sum received from the public for commissions on the money orders issued during the past year was \$176,031.66, being \$21,085.02 in excess of the sum received from the same source during the previous year. The sum of \$78,223.45 was allowed to postmasters of other than city offices for their share of commission, which was \$14,269.14 in excess of their allowances for the year 1902-1903.

1,197,577 of the money orders issued during the year, amounting to \$21,706,360.78 were payable within the Dominion, showing, in comparison with 1902-1903, an increase in number of 29,694, and \$945,282.84 in amount.

The number of money orders drawn on other countries was 671,656, of the value of \$7,946,450.64, showing an increase of 170,834 in number, and \$1,839,326.20 in amount over the previous year.

360,368 money orders, amounting to \$5,197,121.59, were issued abroad payable in Canada, being an increase over 1903 of 40,637 in number, and \$592,593.64 in amount.

The total money order transactions between the Dominion of Canada and other countries for 1902-1903 and 1903-1904, amounting to \$10,711,652.39 in 1903 and \$13,143,572.23 in 1904, are shown in detail on page 12 of this appendix.

The money order transactions with the United States were as follows, viz.:—

## ISSUED IN CANADA.

	No. of Orders.	Amount.
1904.....	449,065	\$4,422,009 60
1903.....	344,665	3,682,312 43
Increase in 1904 over 1903...	104,400	\$ 739,697 17

## ISSUED IN UNITED STATES.

	No. of Orders.	Amount.
1904.....	300,508	\$4,167,641 17
1903.....	270,779	3,783,945 47
Increase in 1904 over 1903...	29,72	383,695 70

The average value of money orders issued in Canada, including both the local and foreign classes, and the average commission received thereon are shown in the following statement embracing the past ten years:—

	Average value of Orders issued.	Average commission received.
1895.....	\$ 12 07	9·80 cents.
1896.....	11 56	9·42 “
1897.....	11 17	9·063 “
1898.....	12 46	9·371 “
1899.....	13 63	10·095 “
1900.....	15 08	10·908 “
1901.....	15 51	10·651 “
1902.....	16 28	9·204 “
1903.....	16 10	9·285 “
1904.....	15 86	9·417 “

APPENDIX C—*Continued.*

The following statement shows the receipts and expenditure for the year :—

## RECEIPTS.

Commission from public .....	\$ 176,031 66
Profit in exchange with other countries .....	12,503 34
Void money orders issued between 1st Oct., 1901 and 31st March, 1903.	3,679 61
	<u>\$ 192,214 61</u>

## EXPENDITURE.

Salaries at head office, Ottawa :—	
Permanent clerks .....	\$34,634 14
Temporary clerks .....	8,121 77
	<u>\$42,755 91</u>
Approximate cost of clerical force employed at money order duties in city offices .....	39,000 00
Commission paid to postmasters at country offices .....	78,223 45
Balance of commission paid other countries .....	11,489 55
Printing and binding for head office .....	\$743 64
Three Burroughs adding machines .....	975 00
One cabinet for typewriter .....	25 00
	<u>1,743 64</u>
Financial papers and journals .....	16 00
Stamps, printing forms, envelopes, etc., outside service .....	8,458 91
	<u>\$ 181,687 46</u>
Excess of receipts over expenditure .....	<u>\$ 10,527 15</u>

## APPENDIX C.

## PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation, the Gross Postal Revenue, the number and amount of Money Orders issued and paid and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aberfeldy .....	174 58	116	2,716 86	12 04	56	505 88	91 17	7 88	.....	1 12	120 00	.....	10 00
Abertoyle .....	169 34	149	2,478 74	12 97	96	802 39	164 35	6 74	.....	1 09	80 00	.....	5 00
Actinolite .....	283 45	495	6,018 45	33 60	66	1,198 04	67 95	16 67	11 26	0 52	130 00	9 00	10 00
Action .....	2,374 51	1,200	15,298 10	88 96	539	7,470 77	1,126 26	44 76	7 32	9 30	740 00	11 00	100 00
Addison .....	229 81	190	4,274 08	20 00	70	1,239 80	145 50	12 19	.....	1 48	84 00	.....	5 00
Adolphstown .....	144 83	257	5,073 83	23 66	79	1,124 38	378 71	14 73	0 35	1 36	60 00	10 00	5 00
Agincourt .....	287 46	90	2,020 49	11 12	22	343 76	77 70	6 78	.....	0 82	122 00	12 00	10 00
Alhnic Harbour .....	388 86	320	6,191 24	29 96	14	323 94	69 81	17 04	.....	0 90	165 00	.....	15 00
Ailsa Craig .....	1,126 02	969	10,874 24	66 58	316	3,582 55	611 05	31 89	2 66	8 86	450 00	20 00	40 00
Alexandria .....	3,094 92	906	15,047 17	79 16	1,382	38,494 09	1,836 07	52 06	51 58	11 09	950 00	88 00	120 00
Alfred .....	675 71	290	9,524 55	41 01	102	2,895 95	233 86	28 50	.....	3 08	280 00	1 50	30 00
Alfred Station .....	94 05	55	1,465 69	5 70	3	98 55	6 00	4 03	.....	0 32	32 00	.....	10 00
Algoma Mills .....	282 81	221	5,554 32	28 89	48	666 20	89 17	15 75	11 20	2 18	120 00	.....	5 00
Algonquin .....	1,369 18	1,786	25,581 75	139 85	216	6,001 06	52 83	14 43	.....	2 84	78 00	3 00	60 00
Allandale .....	410 58	488	9,912 68	46 54	136	2,987 29	547 88	72 85	28 67	2 68	466 00	18 00	60 00
Allenford .....	125 18	118	1,926 56	9 88	27	2,069 08	279 86	27 71	.....	2 67	180 00	30 00	20 00
Allensville .....	2,731 02	1,701	19,527 07	112 94	876	5,001 57	39 70	5 65	.....	0 83	52 00	.....	5 00
Aliston .....	356 58	345	5,672 47	28 29	65	10,790 36	1,875 44	57 41	57 54	9 25	830 00	9 00	120 00
Alma .....	4,699 51	2,084	17,707 26	119 90	1,445	6,51 22	176 72	15 76	.....	3 63	190 00	12 00	20 00
Almonte .....	629 38	403	6,797 62	32 65	156	15,702 52	1,861 28	53 32	39 18	5 92	1,474 64	40 00	30 00
Alton .....	1,477 20	1,249	14,130 98	83 82	597	2,839 68	283 92	19 60	5 82	7 48	264 00	.....	60 00
Amherstburg .....	2,607 24	1,067	13,417 99	75 60	898	12,151 08	841 15	45 02	15 52	5 60	570 00	.....	25 00
Ancaster .....	442 29	720	8,262 09	49 09	161	18,858 95	905 27	69 61	40 98	5 56	694 07	.....	25 00
Angus .....	457 67	338	4,990 55	25 26	140	2,598 66	294 61	25 20	20 18	1 16	260 00	.....	20 00
Appin .....	427 13	435	6,496 12	33 19	116	1,704 36	305 99	14 67	21 94	2 67	200 00	5 00	20 00
.....	.....	.....	.....	.....	.....	1,303 87	191 09	18 59	4 74	2 39	180 00	24 00	20 00

Including commission on box rents.





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Baysville.....	318 52	392	4,901 63	29 34	111	2,577 77	264 95	15 86	11 60	4 09	158 60	14 00	15 00
Beachburg.....	635 11	521	7,937 67	39 94	97	1,674 85	173 40	21 98	1 28	2 81	269 00		25 00
Beachville.....	479 91	536	9,086 27	44 94	108	1,464 31	381 03	25 72	2 55	1 22	164 00		15 00
Beaconsfield.....	159 54	78	1,395 98	6 57	5	147 90	36 90	4 06			46 00		5 00
Beamsville.....	1,691 57	78	17,875 37	112 04	643	7,069 58	1,708 42	54 18	52 41	8 02	562 00	40 00	60 00
*Beaumaris.....	531 60	140	1,856 88	10 24	49	1,307 10	84 65	8 01		1 13	96 80		9 30
Beaverton.....	1,727 36	2,003	23,987 87	163 73	342	6,443 67	1,280 05	84 86	14 72	8 99	622 00		80 00
Becher.....	121 81	156	2,858 35	13 92	56	723 23	72 82	9 00		0 51	56 00	1 00	
e Bedford Park.....	159 63	3	21 77	0 16			12 10			0 22	72 00		5 00
Bedfordwood.....	98 59	42	742 22	3 69	3	10 35	30 40	2 02		0 39	30 00		
Beeton.....	2,687 32	670	8,287 16	48 60	323	4,684 75	741 63	23 29		8 52	835 00		120 00
Belfountain.....	185 52	350	5,201 99	26 85	60	1,834 98	221 39	14 93	12 61	1 14	112 00		10 00
Belgrave.....	532 40	289	5,110 94	25 15	131	1,468 94	154 37	14 70		4 35	286 00	8 00	25 00
Belhaven.....	246 48	491	25,100 94	85 65	65	1,345 51	95 57	69 97	2 32	3 33	108 00		10 00
Belle River.....	419 30	834	15,595 73	73 70	88	1,103 14	76 82	43 77	29 29	0 97	180 00	3 00	15 00
Belleville.....	16,310 13	3,677	43,288 66	265 03	4,975	83,212 46	10,888 53				4,300 00		
Belleville Station.....	828 90	397	5,156 50	31 08	45	759 16	37 65	14 60	3 75	1 07	300 00		30 00
Bell's Corners.....	105 26	69	1,856 29	9 97	12	187 36		5 16		0 59	50 00		
Belmont.....	583 08	422	7,859 07	37 15	97	1,339 45	187 32	22 24		4 31	230 00		25 00
Belwood.....	437 47	554	11,774 54	54 11	130	1,774 42	298 15	32 94	11 46	2 56	220 00	11 30	20 00
Ben Miller.....	118 80	223	4,745 98	21 96	47	527 16	84 93	13 28		1 05	60 00		5 00
Berkeley.....	224 70	35	4,416 66	1 91	34	621 41	139 35	1 57		2 59	120 00	31 33	10 00
Berlin.....	17,349 40	3,970	29,060 87	225 55	4,436	58,558 48	6,836 92				4,784 57		
Bervie.....	238 88	250	5,437 71	24 61	55	1,469 18	84 09	15 36		2 93	110 00		10 00
Berwick.....	259 90	277	4,889 71	22 81	50	1,028 17	102 71	14 44		1 22	120 00	4 00	10 00
Berthany.....	454 53	181	1,842 74	10 53	44	916 91	127 16	5 42	3 93	1 78	184 00		20 00
Biscuiting.....	519 80	89	2,609 55	10 49	17	260 48	96 10	7 28		1 12	228 00		20 00
Bishop's Mills.....	216 64	197	5,752 90	23 80	42	1,247 39	79 33	17 21	21 75	3 50	112 00		10 00
Blackstock.....	412 25	410	9,018 42	39 18	92	1,192 05	102 91	24 91	3 34	1 22	160 00	5 00	15 00
Blair.....	204 32	20	326 66	1 80	21	170 33	74 95	1 19		0 66	130 00		10 00
Blenheim.....	2,584 36	1,550	15,123 93	94 98	699	9,263 51	1,664 53	51 17	2 28	5 93	824 00	88 00	120 00
Blind River.....	2,283 15	3,036	51,555 54	261 62	230	4,487 56	671 76	142 97	55 62	6 49	644 00		80 00
Bloomfield.....	759 40	845	10,595 98	56 52	182	2,060 38	279 81	31 02	6 12	3 26	278 00	16 00	30 00
Bluevale.....	310 18	315	5,932 21	27 45	88	1,358 63	204 55	16 49		2 54	144 00		15 00
Blvith.....	1,431 42	897	9,879 73	57 61	428	7,574 94	630 48	29 57	8 49	6 64	530 00	14 00	60 00
Blythwood.....	170 40	392	4,201 43	25 32	41	543 29	104 32	11 64		0 06	92 00	5 00	10 00
Bobcaygeon.....	1,550 11	1,546	32,349 41	154 26	338	7,046 29	602 67	95 84	74 49	7 14	565 00	6 00	60 00
Bolton.....	1,230 60	392	12,467 33	51 75	396	6,620 15	922 66	35 79	75 93	7 95	480 00	22 00	60 00
Bonhead.....	337 24	311	8,974 49	37 55	85	1,649 22	203 41	25 51	5 23	4 68	150 00		15 00
Bonfield.....	448 18	436	9,188 44	44 78	80	1,944 12	145 90	26 13		8 07	230 00	3 00	20 00
Bornholm.....	171 85	224	3,657 36	118 65	23	962 33	36 04	11 91		0 65	80 00	12 00	5 00
Bothwell.....	1,559 25	1,639	20,060 36	115 31	397	7,880 36	690 24	59 37	26 58	4 81	600 00	135 30	100 00
Bowmanville.....	4,736 49	1,082	15,138 39	89 68	1,236	16,098 00	2,806 00	52 74	18 47	20 01	1,514 00	106 00	200 00
Bracebridge.....	5,189 75	3,094	50,557 59	289 72	1,212	22,043 66	3,483 37	144 98	61 96	31 09	1,535 00	94 00	220 00
Bradford.....	2,066 46	590	8,540 54	47 24	541	7,565 48	1,203 83	26 13	5 64	10 68	670 00		80 00
Braeside.....	808 60	211	3,222 55	17 23	33	477 10	37 33	9 16		1 92	382 00		40 00
Brampton.....	6,006 46	571	11,573 31	61 60	1,613	29,221 43	4,401 80	39 95	29 37	18 97	1,786 25	22 00	
Brantford.....	36,773 56	5,127	55,961 82	385 74	11,684	250,928 97	15,427 51				1,829 16		

c Accounting from June 1, '04.

b Accounting from Aug. 1, '03.

a Including commission on box rents.

+ Including \$5 arrears.

\* Non-accounting from Dec. 1, '03.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on O. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brechin .....	554 07	926	25,141 61	105 87	141	2,815 97	317 74	69 78	13 66	3 85	248 00	18 00	25 00
Breslau .....	210 48	135	1,471 88	8 43	45	1,065 78	69 75	4 78	.....	1 62	110 00	20 00	10 00
Bridgeburg .....	13,661 05	517	7,089 49	41 51	344	3,639 40	560 39	22 85	40 01	7 00	800 00	20 00	120 00
Brighton .....	1,349 27	1,379	15,977 12	92 68	465	10,224 71	796 11	47 72	4 35	4 86	464 00	24 00	60 00
Bright .....	631 96	337	3,866 82	22 91	131	2,183 89	306 04	11 88	29 38	3 21	284 00	100 00	30 00
Brighton .....	2,340 27	1,443	15,628 31	91 79	594	11,006 24	1,144 10	50 53	5 40	19 25	750 00	136 00	100 00
Brimston's Corners .....	232 18	72	989 92	4 98	1	50 00	67 19	2 72	.....	2 46	95 00	.....	10 00
**Broadcroft .....	58 86	48	365 86	2 51	5	52 97	.....	1 08	.....	0 31	18 75	.....	.....
Brockville .....	24,436 97	2,873	30,835 65	199 53	5,000	96,741 21	9,175 08	.....	.....	.....	5,219 25	.....	.....
Bronte .....	311 21	262	2,245 80	14 89	65	1,054 08	125 85	6 61	3 62	1 47	165 00	.....	15 00
Brooklin .....	869 98	998	16,694 01	83 40	261	3,376 72	482 99	48 84	17 70	2 95	385 00	.....	40 00
Brooksdale .....	83 40	75	1,479 77	6 93	7	293 06	12 45	4 17	.....	0 30	40 00	.....	.....
Brougham .....	545 01	204	3,613 23	18 05	49	1,174 07	137 78	10 17	8 71	2 84	200 00	28 00	20 00
Brown's Nurseries .....	4,404 58	1,913	13,239 26	99 07	830	18,344 95	968 53	36 60	.....	1 18	1,400 00	.....	200 00
Brownville .....	372 57	161	2,843 30	14 73	65	994 89	194 12	8 33	.....	4 39	160 00	.....	15 00
Brucefield .....	410 43	369	5,440 79	27 55	111	2,905 33	182 65	15 19	.....	1 15	190 00	.....	20 00
Bruce Mines .....	1,304 02	1,256	14,843 59	87 81	242	4,305 46	595 09	43 20	.....	7 58	482 00	42 00	60 00
Bruce Lake Station .....	274 39	387	4,287 05	25 79	9	85 90	15 85	11 91	.....	0 10	80 00	.....	5 00
Brussels .....	2,297 75	1,217	15,633 98	84 04	561	12,610 88	1,447 84	47 24	10 08	6 57	766 00	70 00	160 00
Burford .....	762 03	713	13,321 52	65 48	352	5,265 42	580 35	40 49	3 87	4 25	352 00	28 00	40 00
Burgessville .....	333 05	341	7,238 89	33 40	132	897 41	205 02	20 78	.....	2 72	160 00	22 00	15 00
Burk's Falls .....	2,042 84	1,955	20,631 84	129 61	688	12,197 63	1,262 25	59 84	40 97	14 97	642 00	90 00	80 00
Burlington .....	1,898 63	852	7,596 54	51 74	401	5,120 73	956 04	24 90	13 90	5 77	582 00	18 00	80 00
Burrill's Rapids .....	329 41	115	1,950 24	9 87	65	1,246 45	91 23	6 82	.....	2 22	140 00	3 00	15 00
Byng Inlet .....	603 69	843	21,363 55	94 62	86	1,218 80	194 35	59 12	33 79	5 81	264 00	.....	25 00
Caché Bay .....	811 96	270	3,067 91	18 28	77	1,512 06	151 45	6 36	11 96	4 48	348 00	3 00	35 00
Cairo .....	171 41	220	2,570 76	14 45	63	708 54	98 50	7 44	.....	0 57	80 00	.....	5 00
Castorville .....	115 72	211	4,039 58	17 34	22	309 99	29 29	11 47	.....	0 33	50 00	.....	5 00
Calabogie .....	548 61	552	7,291 93	41 67	88	1,841 49	198 88	20 37	.....	1 47	240 00	3 00	25 00
Caledon .....	394 37	609	12,592 90	57 95	96	1,133 39	203 44	35 09	.....	2 83	168 00	7 00	15 00
Caledon East .....	562 80	266	6,528 90	28 75	131	1,428 92	297 26	18 27	.....	4 46	232 00	.....	25 00
Caledonia .....	1,601 69	778	13,219 23	66 82	371	8,011 11	882 14	40 46	100 29	7 55	550 00	20 00	60 00
Caledonia Springs .....	335 76	46	659 34	3 19	22	236 15	63 78	1 88	.....	0 74	270 00	.....	30 00



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Callendar .....	530 79	599	4,607 57	32 60	83	1,282 95	195 64	13 28	8 90	3 00	220 00	20 00
Cambray .....	259 68	421	6,770 79	33 63	86	1,651 26	127 54	19 89	1 16	1 59	120 00	10 00
Camden East .....	410 53	338	5,502 34	26 87	126	2,872 61	383 57	16 19	3 97	188 00	20 00	20 00
Camlachie .....	379 94	286	6,391 50	29 77	95	1,505 70	183 52	18 01	4 19	172 00	15 00	15 00
Campbellford .....	3,375 32	2,217	27,841 67	156 79	754	11,154 08	1,705 94	84 66	11 67	1,118 00	8 00	160 00
Campbellville .....	319 11	356	7,797 90	35 55	60	1,491 09	198 65	22 23	4 58	3 10	135 00	15 00
Canning .....	511 15	339	6,935 96	31 35	93	1,276 64	311 48	20 25	4 66	220 00	66 00	20 00
Cannington .....	2,095 44	977	15,152 29	75 91	579	11,927 85	1,796 77	44 00	3 68	16 93	700 00	100 00
Cardinal .....	2,030 70	1,178	16,587 21	90 25	477	6,792 56	616 48	51 36	33 76	10 47	800 00	120 00
Cargill .....	639 88	561	6,071 31	36 12	161	3,788 42	314 53	17 47	23 48	3 25	295 00	30 00
Carleton Place .....	5,500 37	2,548	30,631 41	177 99	1,436	26,857 49	2,987 72	98 91	56 45	19 74	1,746 09	28 00
Carlingford .....	101 95	87	1,663 82	7 94	11	256 78	13 90	4 62	0 77	50 00	.....	.....
Carlsruhe .....	139 43	162	3,648 45	15 73	19	365 32	43 95	10 18	0 56	66 00	.....	5 00
Carleton West .....	1,099 91	458	3,865 06	40 03	63	787 33	53 15	11 74	0 31	286 00	.....	30 00
Carp .....	978 21	391	5,446 88	28 30	162	3,041 61	487 61	15 85	4 57	328 00	12 00	35 00
Carrier .....	760 63	637	15,061 85	76 91	25	368 51	44 40	41 41	0 62	384 00	34 00	40 00
Casselman .....	603 53	879	16,629 38	80 82	158	3,654 16	221 12	47 74	12 24	1 89	280 00	30 00
Castleton .....	1,008 53	617	13,586 17	59 93	167	2,159 96	353 32	38 52	6 42	320 00	8 00	35 00
Cayuga .....	1,711 71	838	13,192 61	70 59	617	12,116 16	800 40	41 34	10 38	16 64	611 20	24 00
Cedar Dale .....	508 88	353	8,633 62	41 39	42	386 25	68 75	24 13	5 15	240 00	.....	25 00
Cedar Springs .....	263 43	137	1,459 83	8 36	43	681 34	98 43	4 71	0 68	124 00	.....	10 00
Centralia .....	325 27	100	1,214 88	6 42	35	618 24	84 27	3 46	1 78	144 00	22 00	15 00
Centreville .....	183 56	125	3,102 05	13 12	38	756 78	34 24	8 89	0 88	80 00	.....	5 00
Ceylon .....	380 46	143	3,282 19	14 56	38	987 48	75 72	10 20	2 79	190 00	16 00	20 00
Chalk River .....	356 39	368	7,744 44	45 57	45	1,052 77	88 37	21 67	3 73	134 00	15 00	15 00
Chapleau .....	1,695 66	1,523	32,336 75	185 78	130	2,063 85	250 11	90 44	5 49	618 00	80 00	80 00
Charing Cross .....	266 62	192	1,954 92	12 94	35	502 99	40 76	5 85	0 50	96 00	7 00	10 00
Chatham .....	23,110 74	3,781	42,530 43	264 65	6,353	94,421 37	14,533 36	177 83	80 15	35 54	5,034 24	240 00
Chatsworth .....	742 68	770	9,516 32	54 49	250	5,063 28	599 57	28 12	9 76	6 40	350 00	428 00
Cheapside .....	296 37	47	1,059 24	4 61	31	590 48	50 30	3 33	1 45	120 00	10 00	10 00
Chelmsford .....	856 07	1,843	26,586 04	121 17	115	2,209 38	107 00	73 35	0 83	464 00	40 00	40 00
Cheltenham .....	269 13	54	894 68	5 13	36	660 18	31 37	2 93	3 19	102 00	10 00	10 00
Chesley .....	3,292 88	1,527	13,145 82	85 96	950	17,368 68	1,359 24	41 39	2 88	7 55	1,060 00	14 00
Chesterville .....	1,711 44	875	14,219 44	72 11	251	4,927 64	597 26	42 94	59 67	10 34	630 00	61 00
Chippawa .....	565 97	338	5,266 38	26 30	92	1,243 58	85 46	15 84	25 93	2 90	188 00	20 00
Clandeboye .....	201 47	222	2,980 05	16 09	57	607 13	193 28	8 40	1 27	100 00	24 00	10 00
Clandeboye .....	524 27	476	9,545 64	45 89	200	3,658 05	432 45	26 76	5 03	218 00	20 00	20 00
Claremont .....	296 47	153	3,797 80	15 97	44	1,107 27	27 19	12 34	4 12	150 00	6 00	10 00
Clarence .....	520 58	125	4,119 64	16 39	112	2,610 15	143 76	14 81	37 46	4 12	220 00	20 00
Clarence Creek .....	285 86	337	3,276 12	20 76	72	1,175 09	163 45	9 96	0 74	126 00	30 00	10 00
Clark .....	897 14	570	8,575 99	45 83	227	3,694 19	577 10	25 42	57 01	7 51	368 00	40 00
Clarksburg .....	204 95	167	3,925 14	18 17	52	1,204 39	65 00	10 91	1 34	1 91	80 00	14 00
Clayton .....	933 86	56	496 76	3 25	11	224 91	36 37	1 72	1 57	40 00	.....	5 00
*Clearville .....	983 05	773	6,789 61	44 59	245	3,905 92	560 75	19 50	12 84	3 13	374 00	40 00
Clifford .....	5,087 05	1,295	17,243 91	97 26	1,190	22,783 27	2,013 58	58 07	78 15	10 00	1,590 84	100 00
Clinton .....	295 67	469	8,321 61	41 17	52	948 67	86 38	22 97	2 06	110 00	28 00	10 00
Cloyne .....	165 15	92	1,838 38	8 84	44	694 61	108 38	5 56	2 53	100 00	10 00	5 00
Coatsworth Station .....	1,626 91	648	6,798 68	40 40	235	4,572 18	601 99	20 07	7 34	586 00	20 00	80 00
Cobden .....	670 25	170	2,306 94	12 49	47	804 95	196 82	6 62	2 02	280 00	28 00	30 00

Accounting from Dec. 1, '03. \* Accounting from May 2, 1904. † Including commission on box rent. ‡ Including \$50 arrears.

\$ Accounting from Dec. 1, '03. \*\* Non-accounting from Feb. 1, '04. \* Non-accounting from May 2, 1904. † Including commission on box rents. ‡ Including \$50 arrears.

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APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to masters on M. O. business.	Compensation paid to masters on S. B. business.	Compensation paid to masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cobourg .....	7,423 09	2,389	24,779 68	164 40	1,569	21,497 94	3,100 16	90 20	17 40	10 76	2,281 95	172 00	...
Cockburn Island .....	221 07	329	4,087 29	23 24	32	533 67	40 68	8 88	...	2 73	98 00	...	10 00
Coe Hill Mines .....	458 16	320	6,674 05	32 16	56	1,394 74	121 23	18 73	...	3 71	206 00	22 00	20 00
Colborne .....	4,942 73	1,719	19,516 43	115 32	1,536	29,188 04	2,915 56	58 47	10 10	12 74	1,434 00	202 00	200 00
Coldwater .....	1,537 64	1,051	18,981 93	91 27	411	7,086 64	985 63	55 30	33 06	15 40	524 00	48 00	60 00
Coleman .....	490 56	301	3,232 00	24 31	58	782 57	181 40	9 37	14 08	0 54	286 00	...	30 00
Collingwood .....	9,673 94	3,566	38,153 48	250 86	2,183	40,408 80	4,086 35	125 54	66 27	18 55	2,818 00	18 00	400 00
Collin's Bay .....	274 33	51	998 94	4 71	94	1,999 32	80 61	3 33	...	0 71	132 00	...	10 00
Colpooy's Bay .....	191 09	182	1,722 12	10 88	35	800 70	35 50	4 90	...	0 88	86 00	9 00	5 00
Columbus .....	275 05	194	3,196 66	16 79	246	2,153 36	488 45	9 21	...	1 99	120 00	...	10 00
Comber .....	976 01	1,270	17,155 77	91 89	283	4,711 37	741 87	50 62	5 68	5 95	408 00	...	40 00
Combermere .....	475 10	657	13,990 69	61 88	27	593 97	66 31	41 71	7 34	2 82	188 00	4 00	20 00
Conestogo .....	199 95	311	4,539 51	24 35	52	1,838 24	73 35	12 64	...	1 84	88 00	...	10 00
Consecon .....	459 80	723	10,282 24	54 00	120	1,641 91	232 32	29 78	17 73	3 20	210 00	14 00	20 00
Cookstown .....	1,006 46	282	9,144 32	39 39	294	4,079 83	523 56	25 80	46 85	9 89	426 00	...	40 00
Cooksville .....	615 85	203	4,856 46	21 65	88	1,233 93	232 08	14 20	...	2 04	208 00	...	...
Copetown .....	245 78	130	1,355 91	7 82	37	273 88	81 05	3 91	...	0 72	160 00	...	10 00
Copper Cliff .....	3,046 02	5,208	114,247 99	897 73	443	5,894 09	738 83	318 37	65 68	4 77	922 00	24 50	120 00
Corcoran .....	426 23	402	6,163 82	31 64	66	1,267 00	268 65	17 47	6 13	1 87	196 00	8 50	20 00
Corinth .....	289 42	265	3,783 51	20 03	38	568 13	157 25	10 89	...	3 51	124 00	...	10 00
Cornwall .....	9,386 49	3,944	37,205 33	242 97	2,657	47,038 34	4,308 37	137 27	96 66	11 83	2,881 87	100 00	...
Corunna .....	446 82	317	5,933 81	28 58	157	2,523 71	109 75	21 40	...	1 62	200 00	...	20 00
Cottam .....	240 24	531	11,481 36	53 00	46	819 27	178 80	...	...	3 51	105 00	...	10 00
Courtland .....	500 59	205	4,040 87	18 58	45	797 34	177 03	12 76	...	2 41	220 00	5 00	20 00
Courtright .....	589 79	899	12,176 09	65 69	131	2,434 84	123 24	37 60	8 92	2 84	260 00	27 00	25 00
Craighurst .....	181 17	141	1,871 07	10 05	22	286 55	57 08	5 18	...	1 15	76 00	...	5 00
* Craigmont .....	476 53	115	2,983 54	15 71	5	19 07	34 99	10 83	...	1 42	138 00	...	15 00
Cranbrook .....	170 14	304	7,954 13	33 97	33	489 99	124 12	21 91	...	2 39	100 00	...	5 00
Crediton .....	586 31	300	4,180 74	23 89	156	3,012 39	230 56	16 20	1 57	2 36	270 00	...	25 00
Crengore .....	1,714 41	932	10,470 24	61 77	757	17,403 34	1,084 39	31 81	21 64	9 00	570 00	30 00	60 00
Crysler .....	531 20	537	14,234 26	61 40	163	4,106 68	173 07	42 98	...	4 20	228 00	3 00	25 00
Cumberland .....	489 95	318	6,533 13	29 87	98	2,288 71	171 60	18 52	14 02	2 01	192 00	...	20 00
Cummings Bridge .....	435 37	101	1,255 68	7 69	117	1,472 45	264 90	4 51	...	1 37	80 00	...	...



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Cutler .....	647 63	633	11,219 67	53 65	46	646 90	77 48	31 89	2 75	248 00	25 00
Dashwood .....	389 03	226	2,585 80	14 90	74	1,463 70	123 94	8 79	4 49	170 00	15 00
Davenport .....	1,286 21	1,044	14,753 31	143 74	69	1,022 78	204 38	41 19	1 16	300 00	30 00
Deer Park .....	1,113 60	391	2,985 90	27 45	269	3,891 77	515 96	12 56	1 64	432 00	40 00
Delaware .....	445 16	613	14,640 17	64 36	154	1,908 15	138 83	42 42	5 77	200 00	20 00
Delhi .....	1,722 26	879	11,358 99	65 60	379	5,686 45	898 91	32 94	1 68	506 00	80 00
Delta .....	653 40	382	4,561 26	26 27	188	3,373 10	488 36	13 02	1 46	276 00	30 00
Denbigh .....	257 70	189	5,314 28	21 52	45	1,156 68	64 27	15 03	8 10	108 00	10 00
Depot Harbour .....	841 00	1,244	21,887 35	111 45	83	1,184 87	203 79	60 74	41 85	350 00	35 00
Desbarats .....	490 22	497	4,674 40	29 49	43	582 01	77 29	13 27	0 77	200 00	20 00
Desbore .....	428 95	476	11,146 20	48 79	71	1,637 33	62 82	31 22	3 39	170 00	15 00
Deseronto .....	5,360 12	2,048	23,572 39	144 17	940	10,127 66	1,786 93	74 52	19 03	1,755 53	36 66
Deux Rivières .....	192 80	142	2,847 10	21 94	14	299 17	19 79	7 89	1 14	84 00	5 00
Dickson's Landing .....	208 12	167	4,028 07	17 39	159	2,365 48	291 11	16 51	2 46	100 00	10 00
Dobbin .....	286 36	12	263 22	1 28	39	723 21	91 75	0 85	1 64	133 00	15 00
Doncaster .....	1,053 04	49	471 57	4 37	21	228 21	62 87	1 43	0 70	440 00	40 00
Doon .....	569 77	12	90 87	1 45	71	584 41	138 08	0 50	1 17	240 00	25 00
Dorchester Station .....	723 42	460	8,750 73	43 79	103	1,273 46	187 50	24 99	3 03	421 38	30 00
Dorset .....	352 27	548	9,512 21	45 80	76	1,069 69	93 42	26 44	2 87	192 00	20 00
Douglas .....	688 79	514	9,368 02	44 95	79	1,492 26	175 98	26 56	2 50	282 00	30 00
Drayton .....	1,535 34	657	11,921 28	56 45	493	6,517 89	1,263 05	34 66	10 60	550 00	60 00
Dresden .....	2,681 65	1,371	21,212 25	108 10	692	11,770 51	1,745 80	68 68	15 72	866 00	120 00
Dromore .....	280 66	370	5,087 10	26 69	90	1,169 32	134 29	14 39	2 27	100 00	5 00
Drumbo .....	818 90	766	7,336 75	46 73	183	2,375 51	594 15	21 30	3 28	350 00	40 00
Dryden .....	755 91	84	969 35	7 96	29	689 06	107 50	3 03	3 07	302 00	30 00
Duart .....	308 11	366	7,825 52	36 30	62	795 20	173 63	21 80	4 57	142 00	15 00
Dublin .....	431 31	314	5,912 99	28 30	100	1,360 94	37 24	18 71	1 47	220 00	20 00
Dunbarton .....	193 16	189	2,517 72	13 90	51	583 79	82 76	7 47	0 20	88 00	5 00
Dunchurch .....	336 45	312	6,138 08	30 09	69	1,746 15	82 24	18 46	2 10	185 00	20 00
Dundalk .....	1,704 74	646	15,134 38	67 95	427	8,036 09	914 31	45 99	13 13	605 00	50 00
Dundas .....	5,280 42	1,426	14,686 78	116 88	1,094	15,341 14	1,689 97	52 46	18 50	615 18	80 00
Dunham .....	2,526 79	89	63	207	3,400 71	382 84	60 85	42 43	5 67	280 00	30 00
Dunnannon .....	4,178 63	2,077	26,154 95	145 99	1,001	15,182 87	2,356 50	83 53	12 03	1,220 00	160 00
Dunnville .....	318 13	602	11,034 70	52 21	78	1,751 76	210 31	31 06	1 16	154 00	15 00
Dunroon .....	257 23	343	5,541 42	28 12	54	1,034 66	21 00	15 69	1 07	110 00	10 00
Dunvegan .....	2,751 76	1,967	26,670 64	146 11	541	9,703 40	1,724 39	79 63	12 65	862 00	120 00
Durham .....	1,985 79	1,689	18,134 13	108 70	508	7,585 43	942 24	54 66	7 88	644 00	80 00
Eagle .....	249 57	189	2,596 67	14 02	37	391 24	39 97	7 36	0 60	136 00	15 00
Eastman's Springs .....	387 43	3	68 47	0 33	14	226 80	35 70	0 11	0 30	164 00	15 00
Easton's Corners .....	292 57	364	7,679 21	34 38	88	1,385 44	145 08	21 32	1 77	124 00	10 00
East Toronto .....	907 43	354	3,546 77	25 77	225	2,614 75	526 76	11 14	2 49	344 00	35 00
Eganville .....	1,838 89	1,076	20,958 76	97 61	604	9,586 03	1,145 23	61 63	12 93	642 00	100 00
Elgin .....	489 00	4	12 18	0 15	2	34 81	11 45	0 13	12 39	286 00	15 00
Elmira .....	612 51	261	7,637 05	30 97	134	2,923 92	309 64	23 51	9 68	562 00	30 00
Elmhurst .....	1,610 53	1,065	18,645 96	91 87	345	6,190 61	995 93	53 72	4 78	40 00	60 00
Elmvale .....	1,653 07	493	7,150 73	38 72	411	6,764 13	952 79	21 44	9 80	598 00	80 00
Elmwood .....	507 83	687	13,330 83	65 30	103	2,016 57	144 32	38 66	4 51	220 00	25 00
Elora .....	2,666 04	1,249	18,930 10	96 16	980	16,390 10	1,634 21	59 71	11 99	832 00	120 00

a Including commission on box rents.

† Including \$26.38 arrears of night duty.

\* Accounting from March 1, 1904.

† Accounting from Sept. 1, '03.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Embro .....	1,027 35	737	10,881 35	58 79	376	5,567 05	734 59	32 55	8 27	7 47	380 00	66 00	40 00
Embrun .....	459 52	670	19,873 06	79 67	95	2,878 37	82 78	59 02	.....	1 20	240 00	14 00	25 00
Emsdale .....	536 56	369	5,396 12	29 91	149	1,857 08	338 53	15 30	8 28	3 88	234 00	.....	25 00
Enterprise .....	560 01	784	14,444 41	67 62	108	1,479 63	228 71	41 06	52 57	4 59	235 00	12 00	25 00
Erin .....	1,067 63	479	8,209 60	40 81	365	4,306 48	923 79	25 51	41 87	8 74	428 00	14 00	40 00
Erindale .....	139 87	160	4,765 88	19 29	61	542 56	230 56	13 26	.....	1 45	90 00	.....	10 00
+ Espanola .....	274 77	35	996 37	4 02	.....	.....	10 00	2 73	.....	0 17	162 00	.....	15 00
Essex .....	2,412 90	2,530	29,498 04	169 05	726	11,063 80	1,509 97	91 69	26 91	7 30	794 00	60 00	120 00
Ethel .....	425 33	511	13,937 40	59 32	105	1,714 51	263 87	38 68	.....	4 72	202 00	.....	20 00
Eugenia .....	202 00	198	4,198 78	18 67	29	512 79	105 95	11 68	.....	1 39	120 00	.....	10 00
Everett .....	358 58	397	8,335 46	37 76	78	1,629 85	155 12	23 66	.....	1 40	172 00	.....	15 00
Everton .....	162 18	53	1,580 58	6 79	31	551 03	142 60	4 78	.....	1 68	76 00	.....	5 00
Exeter .....	2,555 24	1,050	12,788 30	75 73	643	12,610 06	1,211 86	39 37	14 46	10 70	844 00	33 00	120 00
Farquhar .....	138 49	169	4,834 73	25 96	61	843 40	46 04	14 52	.....	0 71	78 00	.....	5 00
Farren's Point .....	381 27	363	4,669 11	25 80	69	1,089 39	107 47	14 03	.....	1 64	240 00	55 00	15 00
Fenelon Falls .....	2,385 15	1,840	23,717 16	129 64	626	10,233 32	1,188 23	68 28	39 47	11 48	732 00	22 00	100 00
Fenwick .....	584 88	936	14,310 56	74 03	96	1,436 20	205 07	39 90	.....	2 35	248 00	32 00	25 00
Fergus .....	2,974 68	974	13,664 75	75 39	943	14,197 90	2,377 97	46 20	36 55	7 89	964 00	40 00	140 00
Feversham .....	297 23	256	4,942 02	22 92	55	1,282 10	208 01	13 92	.....	1 02	375 00	5 00	10 00
Finch .....	890 23	529	9,443 56	45 93	82	1,806 70	268 15	26 72	.....	6 70	375 00	5 00	40 00
Fingal .....	480 12	392	5,714 87	29 81	135	1,748 64	182 15	16 64	8 29	1 83	240 00	7 00	20 00
Fitzroy Harbour .....	354 88	373	8,723 10	39 09	31	748 75	30 02	24 24	.....	2 08	108 00	16 00	10 00
Fleetwood .....	196 05	23	982 44	3 62	.....	.....	9 70	2 69	.....	1 00	88 00	.....	5 00
Fleetwood .....	930 41	937	12,574 07	67 52	286	4,112 38	588 19	37 16	.....	3 93	395 00	88 00	40 00
Flinthorton .....	341 86	315	6,561 24	31 53	84	1,653 98	142 28	19 61	.....	3 88	156 00	.....	15 00
Flinton .....	270 89	286	2,514 73	16 79	16	327 99	116 39	6 92	.....	0 59	90 00	.....	5 00
Florencia .....	617 05	1,070	22,720 40	104 36	251	3,896 72	546 17	64 83	42 84	7 61	288 00	2 73	30 00
Floodale .....	558 37	539	7,449 72	40 72	219	3,740 84	598 18	22 19	19 07	5 73	240 00	.....	25 00
Fonthill .....	631 94	923	17,295 64	81 96	214	4,902 97	546 24	48 69	14 53	6 21	280 00	22 00	30 00
Forest .....	2,815 15	2,219	22,882 27	143 02	934	16,550 10	1,812 49	71 02	13 99	19 89	902 00	18 00	120 00
Forester's Falls .....	290 36	362	7,221 97	34 37	68	1,179 93	80 27	19 63	.....	3 39	156 00	.....	15 00
Forks Road .....	96 17	130	2,558 15	11 84	15	193 82	15 88	7 14	.....	1 04	40 00	.....	.....
Formosa .....	359 48	614	12,931 59	58 45	673	5,956 93	893 90	38 29	41 45	2 98	155 00	.....	15 00

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	990 36	776	8,339 30	50 10	264	4,176 02	366 40	28 59	24 18	1 18	390 00	40 00
Fort Erie.....	1,934 73	1,563	28,069 04	149 21	252	4,869 14	590 21	81 65		8 95	563 00	60 00
Fort Francis.....	336 17	155	2,529 44	12 26	16	338 10	40 12	7 04		1 53	148 00	15 00
Fort Stewart.....	8,108 15	8,205	156,048 36	1,332 36	820	13,304 95	1,224 22	438 24	97 41	9 72	2,056 00	280 00
Fort William.....	369 94	179	4,803 04	20 49	56	1,570 18	34 65	13 86		1 37	185 00	15 00
Fournier.....	902 74	1,047	20,164 22	93 70	154	2,214 18	359 37	56 89	11 27	6 10	352 00	40 00
Frankford.....	371 14	465	12,947 24	54 58	85	1,348 18	152 49	35 83	1 77	4 35	148 00	15 00
Frankville.....	240 30	260	5,542 15	26 10	77	1,272 73	194 66	15 67		2 38	105 00	10 00
Freelon.....	340 75	96	1,241 39	6 71	61	846 08	126 05	3 86		1 21	160 00	15 00
Freeman.....	312 82	506	12,403 95	54 55	58	835 42	68 18	35 07	14 55	1 01	116 00	10 00
French River.....	232 56	170	1,973 47	11 69	64	1,146 27	20 63	5 61		2 59	104 00	10 00
Fullarton.....	286 23	331	4,450 10	23 48	41	1,571 66	60 85	12 33		0 71	120 00	10 00
Galeta.....	16,216 85	3,535	40,938 18	283 57	3,814	54,723 23	6,381 89	141 32	153 03	32 02	4,152 26	74 00
Galt.....	6,293 25	2,685	26,752 40	170 77	1,095	17,380 55	2,187 12	84 05	14 88	10 20	2,079 15	30 00
Gananoque.....	2,826 97	1,442	16,295 85	99 44	889	11,234 05	1,859 07	49 08	26 77	8 65	988 00	120 00
Georgetown.....	380 20	586	12,668 84	56 46	112	3,398 91	113 34	35 70		3 57	156 00	15 00
Glanville.....	244 44	632	9,500 71	48 07	85	1,790 67	130 35	26 30	2 20	1 50	132 00	10 00
Glen Allan.....	125 71	71	1,887 86	8 42	9	134 90	85 52	5 22		0 82	70 00	5 00
Glenoe.....	2,223 21	1,536	20,453 56	111 33	741	10,099 32	1,006 84	62 34	20 16	8 28	768 00	120 00
Glenora.....	133 02	85	596 42	4 69	11	221 50	44 55	1 63		1 11	56 00	5 00
Glen Robertson.....	473 41	244	5,077 49	23 65	129	3,104 45	91 25	18 76		3 29	236 00	25 00
Glen Williams.....	536 49	143	1,806 24	11 77	38	5,518 76	77 19	5 76		1 85	220 00	25 00
Goderich.....	6,843 20	1,827	21,694 89	129 66	1,449	25,137 08	3,012 08	80 16	39 06	13 18	2,104 87	148 00
Gooderham.....	423 00	199	4,036 34	19 29	81	2,841 64	185 25	11 23	5 59	3 90	186 00	12 00
Gore Bay.....	1,772 01	2,012	24,382 28	137 72	447	8,483 06	707 45	69 99	25 94	6 37	616 00	80 00
Gorrie.....	804 85	887	12,585 87	65 82	289	4,053 55	525 75	35 91	9 01	4 72	380 00	40 00
Grafton.....	611 14	566	7,787 92	42 16	152	2,704 43	440 53	22 70	1 33	3 41	280 00	30 00
Grand Valley.....	1,826 54	611	8,946 23	48 72	374	6,726 19	1,100 63	26 85	4 08	10 17	618 00	80 00
Grand View.....	220 09	128	792 28	6 52	18	296 44	78 63	2 38		1 22	170 00	15 00
Granton.....	4,584 74	689	10,711 44	54 75	121	1,198 55	201 90	30 20	8 51	2 67	254 00	25 00
Gravenhurst.....	4,486 55	1,860	18,651 15	118 40	1,091	18,543 01	2,481 03	61 41	21 39	8 99	1,360 00	180 00
Greenfield.....	333 52	159	6,379 82	23 81	44	8,879 82	32 98	18 28		2 60	178 00	20 00
Greenwood.....	269 03	266	5,250 58	25 58	53	1,173 96	50 80	14 76	0 11	2 84	108 00	10 00
Grimby.....	2,896 34	671	7,997 63	49 00	732	9,916 08	1,471 81	29 46	9 35	8 31	920 00	120 00
Guelph.....	29,165 44	6,384	70,446 99	493 15	7,732	143,589 84	14,935 36	248 03	181 35	49 91	4,990 61	180 00
Hagersville.....	1,692 86	1,015	18,295 58	95 26	432	6,019 81	1,029 87	53 82	76 13	8 81	608 00	80 00
Halleybury.....	962 15	1,447	42,640 98	327 23	83	2,011 23	72 95	117 41		4 21	136 00	15 00
Haley Station.....	169 86	68	1,340 72	6 72	22	427 05	206 43	3 94		1 19	78 00	5 00
Haliburton.....	838 39	556	7,575 44	42 57	149	3,858 85	402 75	22 33	21 42	6 12	360 00	40 00
Hamilton.....	*123,663 45											
Head Office.....	116,968 45	10,851	129,572 56	1,035 76	28,885	517,811 41	53,980 72			63 31	**	
James Street.....	4,090 00	1,221	10,521 83	102 73	36	343 92	113 54	29 26	28 94	2 73	75 00	
Sub-Office No. 1.....	585 00	276	2,396 47	18 65	10	87 92	6 00	6 70	1 15	1 68	60 00	
Sub-Office No. 5.....	2,020 00	1,138	7,392 79	64 61	7	88 87	83 81	20 54	5 53	1 32	60 00	
Hammond.....	173 23	61	1,960 96	8 46	23	482 02	137 08	5 83		2 14	74 00	5 00
Hampton.....	3,094 65	203	3,094 65	16 31	69	979 56	200 68	8 81	0 56	1 37	130 00	10 00
Hanover.....	3,339 12	572	9,283 33	49 55	802	15,968 85	1,235 92	30 28	8 82	12 15	1,008 00	140 00

a Including commission on box rents.

b Accounting from April 2, 1904.

c Commission to non-accounting offices, &amp;c.

d Accounting from March 1, 1904.

e Salary, &amp;c., entered in Auditor General's report.

\*(Divided as follows):—



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Compensation paid to Post-masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Harrietsville.....	240 39	250	5,720 37	26 56	61	989 81	15 83	1 66	1 66	90 00	.....	10 00
Harrington West.....	407 51	105	2,550 68	11 44	29	502 26	7 11	2 10	2 10	165 00	.....	15 00
Harrisburg.....	253 36	125	1,110 80	7 65	28	694 66	3 16	.....	.....	114 00	33 00	10 00
Harrison.....	3,568 69	509	9,554 22	50 71	1,142	18,297 75	30 72	26 45	20 11	1,688 00	60 00	140 00
Harrow.....	1,061 98	1,173	14,651 84	82 90	268	4,522 06	46 86	6 05	8 73	402 00	5 00	40 00
Harrowsmith.....	466 47	456	9,416 20	44 31	117	2,101 95	27 06	26 71	3 80	425 00	.....	20 00
Hastings.....	1,742 34	1,296	12,296 76	75 87	257	4,413 57	35 68	17 70	4 40	602 00	22 00	80 00
Havelock.....	1,523 14	986	14,041 95	78 25	218	3,926 57	50 16	13 70	5 34	524 00	75 00	60 00
Hawkesbury.....	2,742	2,742	42,823 88	226 69	425	7,965 70	122 26	18 99	2 66	854 00	44 50	120 00
Hawkestone.....	302 94	122	2,274 66	10 78	145	2,076 35	6 46	.....	1 84	125 00	.....	10 00
Hawkesville.....	276 23	324	3,569 22	28 50	71	2,234 22	15 96	.....	2 93	160 00	.....	10 00
Hawtrev.....	205 53	150	2,703 29	12 47	33	3 484 32	8 04	.....	1 61	120 00	20 00	10 00
Heathcote.....	297 77	655	8,533 10	47 23	113	1,831 62	28 75	6 92	2 34	116 00	.....	10 00
Hensall.....	1,352 72	625	9,765 87	50 47	239	3,790 43	23 77	.....	7 25	504 00	14 00	60 00
Hepworth.....	666 40	1,072	20,165 98	100 36	221	3,686 83	56 46	.....	4 96	336 00	.....	33 34
*Hepworth Station.....	126 41	177	3,165 11	15 13	23	800 83	10 08	.....	0 34	66 66	.....	5 00
Hesper.....	3,442 29	1,775	17,371 33	112 26	683	10,861 64	54 75	36 76	7 12	1,104 00	.....	160 00
Highgate.....	950 47	709	5,800 40	40 96	170	2,380 41	16 63	1 23	4 43	372 00	.....	40 00
Highland Creek.....	129 54	167	3,514 66	15 72	61	666 69	9 80	.....	0 61	58 00	.....	5 00
Hillsburg.....	606 68	662	12,849 07	58 90	171	2,775 04	36 27	7 05	1 68	308 00	5 00	35 00
Hillsdale.....	499 75	506	11,579 42	51 86	91	1,406 47	32 17	.....	3 32	218 00	18 00	20 00
Hilton.....	447 11	69	671 90	4 02	23	2,977 33	1 96	.....	1 15	342 00	.....	35 00
Hintonburg.....	879 30	342	1,985 38	16 38	182	3,402 16	7 41	.....	1 27	130 00	.....	10 00
Holland Centre.....	261 94	183	1,999 51	11 75	65	941 43	5 91	.....	1 74	100 00	.....	10 00
Holland Landing.....	227 63	209	3,247 43	16 02	43	381 34	9 41	.....	1 15	52 00	.....	5 00
Hollen.....	134 07	91	1,645 81	8 05	22	459 17	4 88	.....	1 15	210 00	50 00	20 00
Holstein.....	514 03	1,160	13,903 83	84 66	115	1,972 18	44 16	9 37	2 78	98 00	.....	10 00
Hornbywood.....	206 66	371	8,435 33	37 74	76	1,151 21	23 77	.....	1 51	260 00	38 00	25 00
Hornings Mills.....	593 69	497	8,860 69	41 97	122	2,175 03	25 26	.....	6 18	280 00	.....	25 00
Humberstone.....	571 52	680	10,076 18	53 30	189	2,199 28	29 75	3 40	26 75	1,312 00	64 00	180 00
Huntsville.....	4,589 68	3,251	49,779 41	304 93	881	12,668 04	146 34	40 85	0 45	170 00	9 00	15 00
Ilderton.....	329 81	321	5,383 50	28 41	55	1,284 90	15 58	.....	20 08	3,514 81	172 00	.....
Ingersoll.....	11,745 19	2,248	22,362 20	146 26	4,907	88,670 03	75 22	53 28	.....	.....	.....	.....



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Inglewood.....	537 09	422	6,289 38	33 53	99	1,411 28	331 17	17 99	2 82	232 00	25 00
Inkerman.....	435 61	170	3,287 47	16 14	74	1,163 79	76 78	9 11	2 60	240 00	25 00
Innerkip.....	474 45	280	5,945 97	26 79	60	850 53	147 63	17 26	2 72	202 00	20 00
Inverary.....	155 32	196	4,998 61	21 71	47	1,562 72	47 00	15 74	1 05	64 00	5 00
Invermay.....	75 58	84	1,920 10	8 85	14	311 30	18 00	5 43	0 83	56 00	30 00
Inwood.....	625 78	661	11,988 40	57 67	189	2,611 18	210 91	35 22	4 39	282 00	5 00
Iona.....	134 96	221	2,290 12	13 67	35	733 96	58 20	6 59	0 70	91 00	5 00
Iona Station.....	260 31	152	3,126 64	13 92	29	376 98	150 63	8 78	1 27	124 00	10 00
Iron Dale.....	181 81	36	635 26	3 25	11	137 54	14 00	1 95	0 31	80 00	5 00
Iroquois.....	2,229 08	640	8,850 06	48 83	675	9,725 96	816 36	38 10	15 84	744 00	100 00
Ivanhoe.....	168 28	273	5,418 15	25 32	23	298 77	32 47	15 08	0 58	84 00	5 00
Jackfish.....	243 09	18	373 50	3 65	5	69 59	55 50	1 09	0 28	88 00	5 00
Jamestown.....	109 07	168	4,022 08	17 94	40	539 77	40 45	11 17	0 67	60 00	40 00
Jarvis.....	1,213 86	953	13,077 93	70 43	278	4,268 84	640 85	36 96	8 05	444 00	15 00
Jasper.....	360 00	349	9,103 42	36 70	62	1,029 81	113 37	25 51	3 56	170 00	20 00
Jordan.....	482 05	508	7,066 25	38 84	136	1,245 54	176 87	31 40	1 34	182 00	10 00
Kagawong.....	279 35	581	13,577 27	60 32	66	1,189 09	75 33	37 83	1 65	136 00	15 00
Kars.....	377 39	427	10,357 97	45 60	51	806 27	128 38	28 78	2 95	160 00	5 00
Keady.....	201 06	90	2,823 66	11 38	16	398 35	44 35	7 89	1 66	100 00	30 00
Kearney.....	557 45	1,163	19,207 85	96 77	219	4,100 97	226 61	56 89	3 68	278 00	20 00
Keene.....	517 03	458	10,623 65	46 91	133	3,046 37	263 20	30 17	4 68	214 00	60 00
Keewatin.....	1,431 19	1,693	18,448 94	130 52	144	2,442 56	301 69	52 80	5 69	512 00	120 00
Kemptville.....	2,809 30	2,104	20,142 11	124 14	1,019	18,500 09	2,192 65	67 00	10 29	880 00	15 00
Kemmore.....	341 11	403	5,253 66	28 30	49	1,386 27	88 68	14 46	1 42	138 00	15 00
Kent Bridge.....	364 81	170	2,876 34	13 83	53	687 31	85 93	8 16	1 80	160 00	25 00
Kerrwood.....	598 98	439	6,748 52	34 90	58	1,028 89	93 06	18 74	0 66	262 00	15 00
Keswick.....	264 71	277	4,445 67	21 78	130	1,356 10	402 84	12 41	1 71	134 00	10 00
Kettleby.....	261 65	131	4,129 10	16 86	85	1,190 97	170 46	11 98	2 88	120 00	30 00
Killaloe Station.....	730 28	629	10,728 12	53 51	132	3,078 91	276 27	31 12	3 81	300 00	10 00
Kilsyth.....	234 12	91	1,492 11	7 67	51	667 16	111 54	4 54	2 52	108 00	5 00
Kimberley.....	203 50	210	4,160 71	19 58	73	1,413 60	102 77	11 92	1 21	84 00	15 00
Kimburn.....	425 65	512	3,855 85	46 67	64	1,659 77	78 34	27 11	1 73	172 00	200 00
Kincardine.....	3,546 98	1,197	18,038 00	96 82	1,125	19,927 99	1,342 21	66 17	11 89	1,172 00	35 00
King.....	591 31	560	12,559 82	57 99	143	2,666 41	393 41	29 87	2 77	310 00	100 00
Kingston.....	36,247 09	5,084	52,555 65	393 61	12,326	219,561 69	28,570 13	29 46	111 18	795 00	100 00
Kingsville.....	2,109 37	1,744	16,393 41	103 82	726	9,955 16	1,482 88	55 12	6 41	426 00	40 00
Kinmount.....	1,079 48	1,185	16,553 25	89 61	234	4,894 06	549 99	48 17	5 51	426 00	10 00
Kintore.....	267 12	336	5,513 79	27 50	43	578 41	84 84	15 36	2 21	120 00	15 00
Kippen.....	384 67	134	2,645 11	13 59	76	1,574 90	99 18	7 89	3 43	156 00	40 00
Kirkfield.....	754 75	1,038	21,744 64	99 72	110	2,128 37	250 31	60 28	2 65	354 00	25 00
Kirkton.....	447 23	365	6,796 91	33 88	59	1,183 94	161 07	19 06	1 99	248 00	10 00
Kleinburg.....	260 48	264	5,251 40	25 09	47	1,274 35	61 54	14 97	1 38	108 00	15 00
Komoka.....	310 08	253	4,774 44	22 78	67	795 33	142 14	13 49	1 83	134 00	80 00
Lakefield.....	1,990 54	1,006	16,749 34	102 65	351	7,190 28	1,024 30	53 87	11 89	660 00	10 00
Lakeport.....	252 12	173	979 71	8 14	51	751 72	95 80	3 80	0 58	112 00	5 00
Lake Talon.....	226 75	180	2,188 22	13 29	13	213 69	49 61	6 20	2 05	102 00	5 00
L'Amable.....	226 12	19	256 30	1 38	10	143 40	42 95	0 80	0 66	100 00	5 00
Lambeth.....	306 81	308	3,405 54	20 01	101	928 22	190 78	10 18	0 37	140 00	10 00

b Salary, &amp;c., entered in Auditor General's report.

a Including 50 cents arrears.

§ Including commission on box rents.

† Including \$67 arrears.

\* Non-accounting from Dec. 1, 1903.

+ Commission to non-accounting offices, &amp;c.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Compensation paid to Post-masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lambton Mills.....	270 77	225	3,000 18	21 01	130	1,700 25	250 89	10 09	11 34	0 62	130 00	10 00	10 00
Lanark.....	1,495 50	1,770	22,317 18	122 66	371	7,019 16	656 33	62 97	13 23	6 31	528 00	54 00	60 00
Lancaster.....	1,399 20	915	15,096 84	76 28	298	6,397 73	598 94	45 86	38 67	15 76	176 00	160 00	60 00
Langton.....	354 90	258	4,573 28	22 90	69	1,567 46	202 93	13 02		3 78	176 00	5 00	15 00
Lansdowne.....	983 75	431	7,613 22	38 20	190	2,645 75	469 85	22 03	14 63	7 66	374 00	55 00	40 00
Laurel.....	227 65	160	3,462 60	15 64	44	537 28	32 13	9 51		1 83	100 00	14 00	10 00
Leamington.....	4,072 31	2,429	21,572 66	138 33	1,095	15,302 16	2,132 28	66 61	15 35	11 66	1,226 00	45 00	160 00
Leavelle.....	257 43	144	7,828 10	27 49	75	3,083 42	502 92	21 60		1 85	110 00	10 00	10 00
Lefroy.....	300 70	169	4,611 85	19 87	169	2,208 57	402 62	13 98		3 30	130 00		10 00
Lieuury.....	65 22	56	1,478 33	6 32	7	85 23	34 00	4 08		0 92	34 00		
Lindsay.....	11,936 62	3,030	44,714 20	256 89	4,110	88,293 59	8,403 36	142 52	45 48	31 90	8,339 08	144 00	
Linwood.....	505 83	259	5,276 16	24 43	94	2,673 46	177 47	15 52		3 46	264 00		25 00
Lion's Head.....	694 96	1,164	17,633 48	89 12	110	2,247 39	328 81	49 16		1 88	308 00	42 00	35 00
Lisle.....	315 88	473	14,383 67	59 20	58	1,086 28	65 19	39 58		0 97	184 00		15 00
Listowel.....	4,702 81	2,381	23,764 00	149 28	1,451	26,449 02	2,917 85	72 79	4 99	13 24	1,490 00	75 00	200 00
Little Britain.....	529 06	339	12,976 00	50 90	166	2,518 99	464 66	36 20	21 32	8 60	240 00	25 00	25 00
Little Current.....	1,531 81	1,983	37,045 52	175 69	320	5,736 49	776 27	103 68	33 77	8 77	590 00	65 00	60 00
Lloydstown.....	148 12	32	504 95	3 07	40	995 32	80 20	1 83		1 13	96 00		10 00
Londesborough.....	368 29	398	6,114 51	31 29	136	1,670 98	174 18	17 90		2 25	164 00		
London.....	*100,065 93												
*(Divided as follows):—													
Head Office.....	90,774 31	7,425	83,341 57	631 37	35,824	592,114 74	79,034 20			†178 60	a		
Faling.....	432 12	432	3,745 78	28 62	44	398 75	66 05	10 90		0 70	60 00	3 00	
London East.....	6,704 86	2,332	21,745 13	157 96	251	2,355 32	1,722 82	62 99	38 33	2 73	250 00		
London South.....	824 64	473	4,262 04	30 06	111	1,396 71	221 42	13 21	0 45	1 51	60 00		
London West.....	245 00	179	1,009 03	8 19	125	1,246 07	136 00	4 00	0 18	0 48	60 00		
St. James' Park.....	1,085 00										60 00		
London Junction.....	425 27	319	3,343 60	24 67	27	481 23	100 81	10 02	6 14	0 72	178 00		15 00
Longford Mills.....	514 59	245	3,422 43	19 56	54	794 79	235 47	9 44		3 32	164 00		15 00
+Longtinville.....	101 09	42	1,847 05	6 97	1	11 00		5 08		0 36	40 00		
L'Original.....	1,088 85	1,331	20,124 01	101 39	300	7,381 94	689 27	58 40	28 92	3 09	413 00	9 00	40 00
Loring.....	429 49	151	2,358 55	11 53	25	7,445 01	83 57	6 95	7 85	2 58	154 00		15 00
Lucan.....	1,586 63	1,011	10,483 00	64 11	387	6,346 23	539 00	34 18	1 74	6 91	572 00	12 00	60 00



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Lucknow.....	2,415 92	1,138	15,244 60	79 17	678	10,348 89	1,279 58	51 64	19 28	13 41	842 00	130 00	120 00
Lunenburg.....	247 30	205	3,878 13	20 15	53	885 46	60 15	11 41		1 13	132 00		10 00
Lyn.....	653 80	206	3,141 73	16 44	228	6,407 69	400 32	9 82	13 10	6 18	280 00		30 00
Lynden.....	374 04	425	6,359 81	31 56	120	1,757 54	159 55	18 12		1 01	162 00		15 00
Lyndhurst.....	454 35	830	19,863 99	84 51	93	2,083 57	156 05	55 09		2 77	230 00		25 00
Lynedoch.....	239 99	423	5,823 26	34 78	60	1,001 30	218 89	16 73		1 87	150 00		15 00
McDonald's Corners.....	256 48	255	6,121 72	26 43	51	1,047 27	122 44	16 92		2 10	130 00	3 00	10 00
McKellar.....	303 00	239	4,985 35	22 92	45	1,682 24	71 25	13 80		2 36	112 00	3 75	10 00
McLaren's Depot.....	67 11	84	1,523 84	7 44	11	225 70	192 25	4 19	1 89	0 79	33 00		
Maberley.....	462 20	34	740 86	3 54	44	547 93	67 25	2 11		1 91	190 00		20 00
MacLennan.....	314 18	410	10,265 48	44 12	39	544 12	112 04	28 52		3 34	128 00	6 00	10 00
MacLawska.....	531 17	190	2,630 99	14 52	17	188 56	49 10	7 35	7 10	2 87	184 00	7 00	20 00
Madoc.....	2,823 97	1,954	21,656 46	130 55	860	17,270 71	1,806 49	66 22	19 31	9 86	956 00	122 00	120 00
Magnetawan.....	653 70	975	15,854 51	83 60	232	5,421 62	215 08	47 63	23 55	6 05	288 00	11 00	30 00
Malorytown.....	430 51	313	6,424 31	30 07	89	1,156 34	321 92	18 56	0 62	6 62	190 00	134 00	20 00
Manilla.....	230 56	246	4,258 40	21 13	78	1,254 72	252 16	12 17		2 86	120 00		10 00
Manitowaning.....	853 44	1,207	28,318 98	126 16	389	11,047 62	313 07	80 28	26 12	7 27	394 00	100 00	40 00
Manotick.....	676 98	572	17,661 10	69 52	299	3,734 99	668 54	48 96	68 78	5 19	266 00		30 00
Maple.....	527 57	297	7,133 78	29 54	68	1,310 77	217 79	19 96	22 69	1 63	234 00		25 00
Markdale.....	2,025 60	1,780	23,382 19	124 22	668	10,773 63	1,522 06	67 87	31 26	15 83	675 00	26 00	80 00
Markham.....	2,529 78	1,152	10,109 43	67 22	875	15,305 91	1,591 38	33 27	2 21	4 06	860 00	90 00	120 00
Markstay.....	511 94	351	5,947 51	30 21	24	771 23	351 85	16 41		2 98	175 00		15 00
Marksville.....	376 04	477	7,982 61	33 67	92	1,431 56	189 98	23 39		2 98	144 00		15 00
Markbank.....	429 18	654	9,232 76	53 67	34	496 22	98 38	25 83	11 82	1 00	182 00	5 00	20 00
Marmora.....	1,470 30	1,027	14,088 56	75 18	375	6,560 34	1,327 46	41 93	11 73	12 80	498 00	5 00	60 00
Marshall.....	371 83	509	7,082 12	37 84	65	1,153 97	299 03	20 07		5 05	160 00		15 00
Marsville.....	70 44	110	1,994 62	10 02	9	196 78	10 90	5 48		0 58	40 00		
Martintown.....	609 89	804	15,650 83	74 81	112	2,226 63	245 71	44 25	17 25	7 32	330 00		30 00
Marysville.....	204 87	188	3,697 33	17 24	25	290 88	69 00	10 64		1 04	82 00		5 00
Massey Station.....	1,204 40	1,550	23,648 21	130 09	159	2,500 47	332 83	65 62	27 38	5 91	416 00		40 00
Mattawa.....	2,391 27	1,935	28,695 59	158 50	299	5,802 55	1,016 24	81 21	20 62	5 34	842 00	277 08	120 00
Maxville.....	1,496 98	662	11,991 72	59 50	304	7,239 74	560 75	35 99	39 67	7	536 00	140 00	60 00
Maxwell.....	310 79	492	12,346 64	52 98	86	1,842 90	99 19	35 27		3 40	130 00	22 00	10 00
Maynooth.....	505 07	214	3,968 39	19 38	95	1,690 22	133 76	11 18	12 16	3 15	206 00	8 00	20 00
Meadowdale.....	207 71	125	2,022 62	10 32	34	735 89	85 27	5 68		1 08	82 00		5 00
Meaford.....	3,897 72	1,856	22,213 93	131 24	1,090	17,474 07	2,039 49	70 62	29 22	20 47	1,111 00	77 00	100 00
Meibourne.....	690 53	878	13,642 30	69 94	263	2,673 62	422 40	38 39	8 43	3 25	310 00	28 00	35 00
Merlin.....	846 62	502	8,959 26	43 50	157	2,614 52	696 99	25 40		7 03	355 00	33 00	40 00
Merriville.....	1,904 31	1,216	13,679 27	81 39	1,077	27,153 85	1,596 99	39 90	14 02	10 85	692 00	64 00	100 00
Merriton.....	1,244 57	1,173	8,190 98	62 70	292	3,228 80	287 75	26 54	19 75	2 32	498 00		60 00
Metcalf.....	663 02	516	10,438 34	50 24	79	1,547 71	255 63	29 33	56 29	2 82	280 00		30 00
Michigan Harbour.....	53 08	28	849 67	3 31	1	50 00	4 46	2 33		d 37 08			
Middleville.....	192 86	340	4,264 46	22 87	51	983 29	74 96	11 96	17 70	1 65	100 00	3 00	10 00
Midland.....	5,699 74	1,935	32,949 41	212 71	964	16,781 17	2,479 07	95 98	56 00	28 73	1,626 00	50 00	220 00
Milberta.....	228 26	148	3,235 07	15 00	35	1,125 07	58 06	10 09		2 03	102 00	1 53	10 00
Mildmay.....	1,051 06	871	11,480 31	62 88	322	4,560 28	577 04	34 25	17 62	4 92	400 00	12 00	40 00
Millbank.....	326 35	379	5,578 66	28 19	72	4,961 85	125 86	16 58	6 73	1 35	156 00		15 00
Millbrook.....	1,709 53	445	5,069 74	30 19	375	6,967 28	914 60	16 84	49 53	6 57	626 00	110 00	80 00

b Including commission on box rents.

a Salary, &amp;c., entered in Auditor General's report.

c Non-accounting office, + Commission from February 1, 1904.

c Non-accounting office, + Commission from June 1, '04.

a Salary, &amp;c., entered in Auditor General's report.

d Including \$12.08 arrears.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Millie Roches .....	1,135 43	701	7,503 82	46 56	850	11,802 24	1,197 28	25 92	7 05	442 00	5 00	40 00
Milton (West) .....	2,858 50	2,073	24,113 40	141 20	838	10,331 04	1,760 21	71 53	25 72	860 00	53 00	120 00
Milverton .....	1,174 88	631	10,741 07	54 00	326	8,346 78	3,405 24	30 55	10 62	450 00	.....	40 00
Mimico .....	775 78	264	2,545 64	22 50	226	3,087 43	153 76	9 16	8 97	320 00	.....	40 00
Minden .....	855 50	886	16,364 97	80 33	249	4,325 86	528 65	46 93	37 48	380 00	55 00	40 00
Minesing .....	282 99	551	10,901 63	51 46	79	1,105 23	136 48	30 63	.....	138 00	18 00	15 00
Mississauga .....	319 36	109	2,713 08	12 32	16	329 42	90 73	7 46	.....	156 00	.....	15 00
Mitchell .....	3,160 68	1,858	22,883 75	131 81	708	11,346 48	1,207 05	69 63	48 16	1,010 00	100 00	140 00
Mohawk .....	263 83	226	4,639 75	21 67	50	419 33	182 22	13 13	.....	108 00	.....	10 00
Molesworth .....	236	236	4,820 17	21 40	54	1,478 45	58 55	13 41	.....	96 00	.....	10 00
Monkton .....	332 24	1,080	23,419 45	103 89	90	1,581 43	75 35	64 54	.....	148 00	10 00	15 00
Mono Mills .....	138 06	17	2,000 08	0 23	67	476 77	85 43	0 17	.....	76 00	.....	5 00
Mono Road Station .....	339 48	849	5,809 37	8 90	49	809 37	156 36	5 70	.....	152 00	.....	15 00
Monticello .....	73 38	143	4,701 33	18 52	4	85 70	26 75	12 94	.....	35 00	.....	.....
Moore .....	248 92	342	5,369 88	26 75	98	1,220 04	108 63	16 53	0 87	121 00	.....	10 00
Moorefield .....	629 65	724	12,773 14	59 07	158	2,118 69	397 32	35 69	17 01	296 00	40 00	30 00
Moose Creek .....	805 12	481	10,465 41	47 09	86	1,800 68	157 97	30 65	.....	355 00	20 00	40 00
Morewood .....	346 43	287	5,932 05	28 21	58	952 64	37 92	18 81	.....	176 00	.....	20 00
Morpeth .....	358 27	475	6,895 94	37 65	192	2,798 23	166 18	20 37	0 23	225 00	.....	15 00
Morrisburg .....	3,316 54	1,593	15,313 43	95 32	1,121	19,074 88	1,696 84	53 28	50 47	1,030 00	* 476 00	180 00
Morrison .....	254 26	409	8,279 21	38 76	92	1,049 62	251 30	23 19	.....	130 00	.....	10 00
SMorton .....	204 18	254	3,820 68	19 87	29	527 88	84 10	40 49	.....	88 00	12 00	10 00
↑ Moscow .....	244 30	19	166 31	1 08	2	57 85	86 95	0 44	.....	122 00	.....	10 00
Mountain .....	462 63	373	5,751 85	28 95	42	497 45	133 12	16 04	.....	200 00	74 00	20 00
Mountain Grove .....	236 46	136	4,911 57	19 67	20	454 77	122 38	13 50	.....	132 00	6 00	10 00
Mount Albert .....	811 46	237	6,478 28	26 87	156	3,205 58	572 32	19 19	5 55	358 00	6 00	40 00
Mount Brydges .....	735 01	541	10,882 02	53 73	218	3,066 06	392 76	30 68	2 20	268 00	24 00	30 00
Mount Elgin .....	287 16	401	6,144 24	31 15	118	2,097 54	145 63	19 35	.....	108 00	.....	10 00
Mount Forest .....	4,079 90	1,797	26,162 87	142 02	1,368	23,764 00	2,902 63	84 96	38 40	1,177 00	66 00	180 00
Mount Pleasant .....	135 37	85	1,528 48	7 58	10	144 65	93 40	1 24	.....	84 00	.....	5 00
Mowat .....	108 30	125	1,695 91	9 57	2	35 00	4 25	4 66	.....	100 00	.....	5 00
Muncy .....	203 71	265	4,516 49	21 75	71	1,453 50	95 59	12 71	.....	106 00	.....	10 00
Nairn Centre .....	670 11	398	4,087 31	24 85	37	623 33	62 61	11 98	2 90	338 00	.....	35 00

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Naticoke	252 11	225	3,672 14	18 50	56	755 01	80 71	10 62	100 00	1 29	100 00	10 00
Napanee	6,531 51	1,487	20,790 81	109 98	2,616	39,676 29	5,402 76	70 27	18 85	18 85	1,976 15	250 00
Napier	159 54	179	2,562 04	12 83	52	1,180 01	25 80	7 66	0 92	0 92	182 00	5 00
Nassagaweya	343 36	205	4,731 19	21 68	46	1,046 18	134 64	13 24	2 11	2 11	382 00	10 00
Nashton	202 09	138	3,617 71	15 32	3	28 22	5 00	9 9	2 43	2 43	86 00	5 00
Nepigon	519 32	128	2,702 41	14 38	28	439 84	104 55	7 49	1 08	1 08	210 00	20 00
Neustadt	598 32	624	11,254 29	54 15	93	1,249 38	342 50	31 31	1 59	1 59	278 00	20 00
Newboro	772 13	515	12,652 81	52 71	152	2,471 17	376 38	19 27	2 50	2 50	336 00	40 00
Newburgh	872 32	579	6,613 70	37 44	387	6,464 41	849 33	19 72	5 58	5 58	377 00	40 00
Newbury	554 99	471	5,627 65	31 86	181	2,756 73	251 89	16 07	1 41	1 41	275 00	30 00
Newcastle	1,162 97	1,250	19,458 05	102 60	240	3,518 56	425 45	55 71	3 95	3 95	468 00	40 00
New Dundee	495 36	540	5,640 24	33 54	97	1,685 70	142 38	15 98	2 03	2 03	206 00	20 00
New Durham	153 86	308	5,127 00	25 25	16	494 70	165 20	13 84	0 75	0 75	90 00	10 00
New Germany	98 90	239	4,790 90	21 95	66	1,617 57	102 32	13 29	0 64	0 64	50 00	5 00
New Hamburg	2,227 69	1,419	14,917 65	90 51	518	10,805 21	842 65	45 42	8 45	8 45	728 00	100 00
Newington	461 21	367	6,717 23	32 05	103	1,905 60	327 28	20 04	5 88	5 88	212 00	20 00
New Liskeard	1,608 51	1,025	22,148 07	118 68	443	11,503 93	710 04	64 62	13 92	13 92	565 00	38 89
New Lowell	438 36	439	8,314 49	39 11	106	1,355 52	232 85	23 06	1 82	1 82	200 00	20 00
Newmarket	3,682 56	1,214	14,659 34	86 58	964	19,430 41	2,188 00	45 88	15 97	15 97	1,132 00	66 00
Newton	353 50	363	10,559 57	42 80	68	1,413 39	110 17	29 66	2 88	2 88	180 00	40 00
Niagara Falls	9,269 75	2,615	26,923 86	183 52	1,473	16,366 68	2,054 17	93 01	12 66	12 66	2,378 31	360 00
Niagara Falls, Centre	1,440 85	600	7,525 14	45 97	69	1,669 09	196 66	22 27	1 19	1 19	500 00	60 00
Niagara Falls, South	2,684 01	2,522	60,139 57	319 76	340	4,547 47	862 29	169 02	11 57	11 57	646 00	80 00
Niagara-on-the-Lake	2,226 12	1,045	10,277 58	64 51	521	7,549 15	774 16	40 91	3 52	3 52	794 00	7 00
Nobleton	501 98	279	6,649 96	28 71	46	1,465 61	127 58	18 41	1 47	1 47	220 00	25 00
Norland	273 73	186	3,777 80	18 08	25	868 87	118 32	10 39	2 75	2 75	106 00	10 00
Norman	444 30	662	11,955 80	85 37	36	804 17	27 00	33 17	1 09	1 09	16 00	15 00
North Augusta	534 14	1,095	23,848 67	106 31	199	3,314 57	303 15	68 93	2 64	2 64	236 00	25 00
North Bay	7,995 34	4,904	127,376 03	1,031 61	1,401	23,475 53	3,550 70	356 68	32 84	32 84	2,020 00	92 80
North Gower	635 06	609	13,370 15	59 88	134	2,991 41	268 20	37 71	3 88	3 88	266 00	20 00
North Lancaster	352 71	589	18,764 51	75 24	59	2,168 51	103 55	51 98	3 73	3 73	184 00	20 00
North Williamsburg	402 07	698	12,477 14	61 50	97	2,134 36	127 90	35 30	3 99	3 99	155 00	15 00
Norval	427 30	387	5,072 51	29 76	118	2,578 62	147 02	14 05	1 78	1 78	188 00	20 00
Norwich	2,637 54	2,046	24,563 49	148 66	747	8,566 12	1,539 78	73 78	9 37	9 37	840 00	120 00
Norwood	2,147 45	1,418	14,684 80	87 94	537	8,187 18	1,143 89	43 42	6 74	6 74	712 00	100 00
Norwata	279 10	336	3,214 36	19 87	89	1,324 74	168 26	10 42	1 32	1 32	120 00	10 00
Novar	457 88	304	4,615 26	25 62	143	2,485 42	309 77	13 25	4 08	4 08	220 00	20 00
Oakland	165 36	180	3,698 66	17 78	85	498 70	125 83	10 56	0 61	0 61	82 00	5 00
Oakville	2,840 53	1,362	13,199 27	86 01	698	12,685 38	1,243 45	44 64	6 89	6 89	890 00	120 00
Oakwood	742 97	743	16,676 15	77 36	114	1,519 59	504 41	46 03	5 47	5 47	292 00	30 00
Odesa	603 11	1,030	20,877 99	95 76	155	2,564 95	341 03	58 73	5 95	5 95	216 00	20 00
Ohsewen	138 97	124	2,045 27	10 44	29	326 27	85 60	6 18	1 10	1 10	62 00	5 00
Oil City	174 89	270	4,115 31	23 03	95	1,071 87	173 43	12 76	1 45	1 45	120 00	10 00
Oil Springs	1,139 77	1,129	22,822 67	108 49	284	4,066 12	529 06	65 66	6 51	6 51	455 00	22 00
Olinda	133 80	147	1,843 32	10 07	10	47 27	44 39	5 11	0 54	0 54	50 00	5 00
Omagh	137 11	77	1,170 93	5 79	12	94 77	18 50	3 22	0 47	0 47	76 00	5 00
Omenee	1,263 24	870	19,318 30	85 70	216	3,480 67	562 01	54 73	7 14	7 14	490 00	80 00
Onondaga	237 43	186	3,458 59	15 92	27	316 64	82 35	9 63	0 43	0 43	112 00	10 00

\* Including commission on box rents.

† Accounting from Aug. 1, 1903.

‡ Including \$5 arrears.

§ Accounting from March 1, '04.

|| Including \$60 arrears.

a Including \$40 arrears.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Compensation paid to Post-masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Orangeville .....	4,922 23	718	11,253 95	60 62	1,591	23,078 00	3,319 18	36 28	17 13	9 64	1,546 26	60 00	.....
Orillia .....	13,337 51	2,638	30,419 22	173 92	3,204	54,652 71	8,603 96	105 28	94 42	36 63	3,617 95	114 00	.....
Orono .....	912 94	1,225	12,836 31	74 38	306	3,519 49	708 59	36 57	11 33	3 28	386 00	.....	40 00
Orrville .....	250 07	401	4,282 83	25 42	44	863 77	153 97	11 82	5 33	0 15	132 00	22 00	15 00
Orrville .....	129 95	145	2,070 15	10 90	21	300 07	83 60	5 95	.....	0 44	52 00	7 00	5 00
Oseola .....	408 77	89	1,354 43	7 17	26	640 46	16 00	3 90	0 57	0 57	172 00	.....	15 00
Osgoode Station .....	229 38	58	1,252 69	5 56	21	480 41	56 60	3 69	.....	0 89	140 00	16 00	10 00
Oshawa .....	8,329 38	2,278	22,157 21	157 18	2,251	52,503 07	2,707 56	73 22	57 80	16 14	2,352 00	58 00	320 00
Otonabee .....	121 84	129	1,975 73	10 23	5	132 35	38 75	5 42	.....	0 59	80 00	.....	5 00
Ottawa .....	113,799 23	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*(Divided as follows):—													
Head Office .....	96,372 27	10,811	182,835 94	1,185 35	26,547	470,518 32	47,094 14	.....	.....	.....	.....	.....	.....
Bank Street .....	9,305 00	3,363	37,111 10	250 39	140	2,208 82	3,504 98	103 88	53 53	25 75	100 00	.....	.....
Bank Street South .....	859 07	370	3,772 87	27 66	5	81 30	240 40	10 36	.....	2 81	60 00	.....	.....
King Street .....	811 08	488	6,948 24	39 06	19	226 90	135 49	19 12	17 78	1 52	60 00	.....	.....
LeBreton Flats .....	1,632 00	409	5,463 87	29 57	8	33 45	10 50	15 01	.....	0 67	60 00	.....	.....
Mount Sherwood .....	1,351 00	353	2,721 80	20 39	1	5 50	181 80	7 48	.....	1 32	60 00	.....	.....
New Edinburgh .....	1,892 01	237	2,423 02	19 03	15	271 76	8 50	6 95	4 38	1 24	140 00	.....	.....
Stewarton .....	2,346 00	498	4,502 31	32 72	57	76 00	387 89	12 38	.....	6 89	75 00	.....	35 00
Ottawa East .....	973 75	266	1,209 94	14 54	4	605 74	85 50	3 72	.....	0 31	330 00	.....	40 00
Otterville .....	1,056 42	433	4,873 66	23 71	202	1,877 25	522 15	10 40	2 08	5 68	410 00	.....	.....
Oven Sound .....	16,507 29	3,491	46,873 76	267 92	4,735	78,955 71	9,778 05	.....	.....	.....	5,500 00	.....	.....
Oxdrift .....	157 33	108	2,263 97	10 77	14	510 17	45 75	6 24	.....	1 91	76 00	.....	5 00
Oxford Mills .....	291 13	420	5,317 37	28 31	37	661 10	149 18	15 04	.....	2 02	150 00	.....	15 00
Ozmabruck Centre .....	441 16	178	4,058 05	17 73	73	1,220 26	100 26	12 19	.....	2 68	178 00	3 00	20 00
Paisley .....	2,345 07	1,642	23,676 21	125 70	554	9,271 52	1,040 29	70 32	26 23	11 75	790 00	33 00	150 00
Pakenham .....	1,119 13	1,458	14,736 38	90 41	153	3,761 63	340 84	40 80	10 95	2 17	402 00	5 00	40 00
Palermo .....	269 26	446	7,185 40	37 51	68	995 07	48 20	20 65	1 78	1 26	115 00	.....	10 00
Palgrave .....	420 93	424	7,912 93	37 29	52	1,050 57	61 92	22 37	.....	0 49	134 150 00	28 00	140 00
Palmerston .....	2,620 00	1,530	15,157 60	95 90	678	10,776 23	1,300 61	44 98	10 09	8 07	970 00	.....	10 00
+ Palmyra .....	251 24	5	45 35	0 25	.....	.....	41 96	0 12	.....	0 14	100 00	.....	10 00
Paris .....	5,849 28	1,910	21,789 65	131 42	1,145	14,588 75	2,504 24	75 82	45 17	9 49	1,792 40	14 00	40 00
Paris Station .....	1,091 72	447	5,691 12	32 45	92	979 82	259 96	16 23	3 70	1 87	370 00	24 00	.....



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Parkerville	65 48	69	301 58	2 58	13	90 00	21 00	0 94	0 12	0 35	28 00	16 00	120 00
Park Hill	2,514 63	2,161	20,941 13	127 08	847	14,207 58	1,117 11	69 30	5 89	6 33	844 00	16 00	120 00
Parry Harbour	488 41	683	10,549 89	52 83	72	1,213 39	149 25	29 25	2 15	1 82	206 00	7 00	20 00
Perry Sound	3,989 35	3,099	46,709 82	250 10	1,275	21,929 25	2,432 59	137 50	67 07	21 16	1,276 00	144 00	180 00
Pelée Island	244 62	3,909	16,756 39	80 27	116	3,636 42	86 50	49 18	...	0 46	100 00	5 00	10 00
Pembroke	9,701 24	2,544	29,042 88	170 65	4,128	63,988 55	13,057 80	89 87	149 34	25 79	2,616 08	190 00	10 00
Pendleton	320 87	3,203	7,508 48	32 88	57	1,481 06	138 50	22 29	36 62	3 20	130 00	3 50	10 00
Penetanguishene	3,026 38	2,000	29,203 06	161 75	515	10,063 78	1,600 08	84 79	47 00	12 29	926 00	30 00	120 00
Perth	6,071 18	3,170	33,501 26	222 95	2,007	26,364 35	3,475 12	104 34	50 68	12 47	1,682 00	380 00	240 00
Peterboro	26,137 77	4,448	64,153 71	424 95	6,026	18,466 85	10,850 50	...	...	5,269 51	...	...	...
Petrolia	7,628 28	3,595	49,186 74	268 36	1,682	26,858 80	2,675 60	162 57	115 32	22 33	2,224 44	33 00	...
Philpston	273 34	229	4,507 42	21 04	40	1,345 40	147 29	14 06	2 47	2 10	140 00	33 00	15 00
Phillipsville	301 57	151	2,314 43	11 70	53	742 31	83 37	6 56	...	0 53	136 00	...	15 00
Pickering	1,016 91	1,304	14,384 97	86 53	360	6,549 80	609 99	43 20	17 43	2 29	2,414 00	...	40 00
Pictou	7,015 85	1,995	22,501 44	137 58	1,534	19,324 94	3,048 29	...	...	2,382 00	182 00	12 00	20 00
Pinkerton	411 29	88	2,322 84	10 00	61	1,044 96	82 25	7 62	...	2 20	366 00	37 00	40 00
Plantagenet	839 70	729	20,035 87	83 92	274	6,647 38	446 18	61 78	96 51	4 31	366 00	...	40 00
Plattsville	1,197 40	1,051	11,407 55	68 72	179	3,777 65	542 30	33 76	47 00	5 94	400 00	...	60 00
Plevna	233 71	264	4,980 18	24 43	36	824 83	73 95	14 11	9 86	1 13	92 00	20 00	10 00
Point Edward	1,036 10	828	6,483 47	47 33	155	1,788 56	300 58	20 50	...	1 40	388 00	...	40 00
Pontypool	505 46	378	5,196 26	27 25	85	1,418 55	275 41	15 13	...	0 22	320 00	50 00	40 00
Port Arthur	10,911 72	5,737	108,825 73	851 85	1,113	23,020 85	1,632 24	323 09	87 17	22 83	2,749 20	49 50	30 00
Port Burwell	647 47	912	21,103 19	95 72	158	3,330 61	412 11	61 78	27 95	8 64	346 00	54 00	80 00
Port Carling	923 74	646	10,927 32	60 85	217	4,754 57	386 87	32 11	8 18	6 12	452 00	...	...
Port Colborne	2,353 86	1,109	14,866 72	83 20	494	8,144 76	737 66	46 33	37 88	12 43	815 49	20 00	...
Port Colwell	183 07	328	7,092 43	60 72	28	392 88	7 53	19 52	...	0 24	104 00	...	10 00
Port Credit	554 80	282	5,416 73	27 88	116	1,917 46	215 47	16 60	16 06	3 37	260 00	...	25 00
Port Dufferin	1,120 82	582	6,321 25	37 87	210	3,910 78	248 57	23 01	7 30	0 85	404 00	...	40 00
Port Dover	1,739 15	1,330	13,835 24	85 92	456	7,421 89	937 19	44 68	44 51	9 56	584 00	11 00	80 00
Port Elgin	2,151 57	1,249	13,724 78	82 33	739	10,912 95	1,094 41	44 44	8 63	8 88	798 00	90 00	100 00
Port Hope	8,400 44	1,715	24,587 61	141 88	2,047	35,526 83	4,010 41	87 21	52 20	25 86	2,588 43	240 00	...
Port Lambton	306 43	553	8,786 39	45 18	132	2,989 03	74 35	28 43	...	1 15	150 00	...	15 00
Portland	401 79	211	2,886 76	16 19	70	1,357 01	151 60	8 23	...	5 62	156 00	28 00	15 00
Port Perry	2,889 93	1,495	13,107 71	83 72	1,331	19,410 12	2,392 03	45 53	8 48	4 49	906 00	9 00	120 00
Port Robinson	618 06	214	2,475 09	13 74	102	1,415 10	204 96	9 18	...	1 72	260 00	6 00	25 00
Port Rowan	1,244 15	957	7,769 15	51 62	259	4,264 86	623 70	25 56	17 71	4 63	484 00	80 00	60 00
Port Ryerse	71 50	169	1,006 91	6 37	16	504 59	15 27	3 78	...	0 28	40 00	...	...
Portsmouth	824 11	200	1,721 87	11 88	56	1,048 97	96 08	6 66	2 22	1 06	280 00	...	40 00
Port Stanley	641 16	664	8,797 81	46 90	127	1,794 23	332 48	25 85	22 15	1 79	320 00	...	5 00
Port Sydney	311 65	395	5,462 96	29 34	120	3,190 28	137 21	17 97	8 77	2 31	138 00	...	40 00
Powassan	1,259 19	804	12,885 20	67 64	217	4,584 18	484 31	36 36	13 16	10 76	450 00	22 00	40 00
Prescott	5,372 67	1,322	12,333 95	77 62	1,242	18,374 96	2,161 30	54 84	309 18	4 38	1,743 62	460 00	...
Preston	4,700 36	1,808	14,264 00	103 50	924	16,813 42	1,568 07	47 34	46 71	6 17	1,304 00	9 00	180 00
Priceville	389 08	652	9,189 32	48 79	158	3,418 87	191 44	29 02	8 98	0 60	170 00	7 00	30 00
Princeton	612 57	379	5,670 13	29 97	172	2,152 59	283 87	16 98	12 71	9 37	272 00	...	30 00
Quinsich	162 87	378	6,015 03	30 39	24	2,669 29	50 10	16 97	2 93	1 22	72 00	3 00	5 00
Queensbrough	248 70	273	5,400 32	25 16	26	430 08	55 85	14 87	...	1 91	96 00	...	10 00
Queensbrough	446 97	429	4,373 03	26 32	103	3,526 11	93 61	12 74	...	0 45	190 00	...	20 00

Commission to non-accounting

b Salary, &amp;c., entered in Auditor General's Report.

† Accounting from May 2, 1904.

‡ Including commission on box rents.

offices, &amp;c.

## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Queensville.....	378 97	496	8,719 29	42 10	132	2,470 61	300 94	24 45	.....	0 64	148 00	11 00	15 00
dRaiton.....	318 32	56	587 98	3 70	.....	.....	26 00	1 60	.....	0 25	98 00	.....	10 00
Rainy River.....	1,898 54	1,655	33,622 96	198 14	228	6,623 98	243 95	108 47	.....	7 40	398 00	5 00	40 00
Ratho.....	93 00	180	1,856 77	9 82	.....	240 38	34 50	5 11	.....	0 50	50 00	.....	5 00
Rat Portage.....	8,588 91	4,611	61,663 23	456 10	1,187	28,067 87	2,147 86	182 34	57 72	11 32	2,671 77	.....	.....
Rayside.....	57 13	16	100 06	0 76	5	38 81	2 90	0 27	.....	0 40	30 00	.....	.....
Reufrew.....	5,407 08	2,077	26,498 00	157 19	1,785	29,896 60	3,494 73	80 30	76 90	15 48	1,506 00	132 00	220 00
Renwick.....	194 49	17	337 49	1 58	67	935 27	117 36	1 01	.....	3 14	100 00	.....	5 00
Rhineland.....	19 82	21	270 48	1 36	2	41 85	.....	0 74	.....	0 30	25 00	.....	.....
Riceville.....	288 58	45	1,002 13	4 55	21	401 16	19 50	2 81	25 62	1 29	136 00	.....	15 00
Richards' Landing.....	69 03	996	15,780 57	80 68	186	3,151 95	406 65	46 17	.....	6 88	316 00	16 00	35 00
Richmond (West).....	484 63	527	16,701 06	68 97	82	1,337 98	154 81	46 23	35 63	2 33	220 00	8 00	20 00
Richmond Hill.....	835 76	346	5,904 20	29 46	311	5,816 16	563 40	17 49	15 32	2 76	396 00	.....	40 00
Richwood.....	211 41	95	2,567 64	10 58	11	217 55	17 95	7 04	.....	0 66	120 00	.....	10 00
Ridgetown.....	3,539 97	1,287	15,432 42	86 79	797	11,130 49	2,247 97	50 71	9 20	25 89	1,090 00	9 00	160 00
Ridgeway.....	1,310 94	989	13,679 48	73 48	637	5,731 25	1,291 48	43 60	55 34	4 83	512 00	5 00	60 00
Ripley.....	1,352 35	354	8,383 84	36 75	226	4,183 79	328 12	26 38	29 83	6 88	490 00	22 00	60 00
Riversdale.....	179 60	119	3,143 92	13 31	34	773 54	57 25	9 69	.....	0 78	80 00	.....	5 00
Rockingham.....	140 61	205	6,462 46	26 32	44	1,757 47	33 14	18 13	20 05	0 29	100 00	24 00	10 00
Rockland.....	1,490 86	900	17,996 35	86 12	223	3,918 37	353 49	53 11	29 98	2 43	598 00	.....	80 00
Rockton.....	229 11	160	2,350 70	12 07	33	792 29	90 09	6 57	.....	0 43	100 00	32 00	10 00
Rockwood.....	1,007 75	802	10,149 55	58 67	324	3,447 60	629 12	29 78	15 94	5 07	388 00	.....	40 00
Rodney.....	1,601 32	679	10,073 50	53 02	403	5,406 15	831 41	30 28	26 35	10 14	542 00	11 00	60 00
Rosemont.....	376 12	496	11,716 37	51 87	105	2,215 71	234 59	32 24	5 81	2 89	190 00	33 00	15 00
Rosemeath.....	365 87	392	10,613 44	45 91	61	1,827 87	196 50	30 45	.....	4 29	180 00	.....	15 00
Rossau.....	933 79	670	11,054 84	57 56	168	3,836 63	371 42	36 37	32 59	6 76	388 00	33 00	40 00
Rothsay.....	276 12	266	6,500 06	27 49	82	816 13	184 90	18 03	5 78	2 88	130 00	15 00	10 00
Ruscon Station.....	135 79	316	6,726 94	31 19	57	925 35	40 70	19 26	.....	1 90	88 00	.....	5 00
Russell.....	829 43	839	24,160 16	100 60	218	3,106 39	660 71	73 02	62 54	3 90	360 00	50 72	40 00
Rutherford.....	180 32	241	4,734 75	22 67	31	3,606 62	85 70	10 62	.....	2 07	100 00	.....	19 00
Ruthven.....	364 90	565	7,814 59	42 09	124	1,837 37	179 89	23 64	9 78	2 68	152 00	14 00	15 00
St Ann's.....	131 51	122	2,510 41	11 63	31	723 23	166 93	7 70	.....	3 05	58 00	72 00	5 00
St. Catharines.....	20,910 51	4,012	48,787 39	321 81	5,403	64,805 14	9,248 45	189 85	169 49	46 52	4,946 61	28 00	.....



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St. Clements.....	247 92	233	5,839 50	25 02	100	2,112 19	49 20	16 76	.....	2 05	114 00	10 00
St. David's.....	479 02	156	2,010 69	11 41	33	426 71	89 30	5 68	.....	1 35	210 00	20 00
St. Eugene.....	559 39	703	16,291 59	73 13	146	5,510 01	208 36	51 53	.....	2 23	250 00	25 00
St. George, Brant.....	1,516 92	923	9,173 07	55 86	533	9,780 45	985 36	27 42	13 87	.....	544 00	60 00
St. Isidore de Prescott.....	510 75	48	665 94	2 61	43	1,462 78	41 80	3 00	.....	0 13	225 00	25 00
St. Jacob's.....	470 55	683	7,880 67	45 02	85	1,384 53	185 96	22 13	7 40	1 46	220 00	20 00
St. Joachim, Riv. Ruscom	141 05	377	10,804 78	46 15	15	166 43	29 12	29 99	.....	1 21	70 00	5 00
St. Joseph.....	114 10	86	1,103 15	5 86	18	383 10	31 00	3 25	.....	8 04	70 00	5 00
St. Mary's.....	7,051 55	1,802	19,081 74	119 74	1,717	20,958 84	3,055 82	66 22	19 65	8 04	1,920 00	260 00
St. Thomas (West).....	19,960 47	3,823	45,055 12	277 42	5,753	78,846 95	10,783 66	.....	.....	.....	5,434 56	.....
St. Williams.....	475 35	398	6,850 77	33 50	130	1,843 53	195 30	20 47	.....	4 39	196 00	20 00
Sandhill.....	277 12	37	1,176 18	4 57	12	142 33	32 95	8 15	.....	0 74	125 00	10 00
Sand Point.....	387 36	289	5,756 02	28 72	31	592 06	60 85	15 93	.....	1 36	104 00	10 00
Sandwich.....	935 94	641	7,471 47	51 31	649	6,992 32	636 21	30 87	3 91	1 70	378 00	40 00
Sarnia.....	14,010 58	2,899	35,823 41	221 16	4,303	84,368 76	5,378 11	144 99	97 93	39 93	3,474 00	513 30
Sault Ste. Marie.....	12,014 77	3,604	53,838 33	370 94	3,631	64,057 40	5,597 78	186 16	95 62	17 65	3,778 00	620 00
Sault Ste. Marie (West).....	1,356 26	738	9,984 59	58 59	163	2,385 31	267 65	30 07	.....	3 35	634 00	80 00
Scarboro.....	113 15	82	1,346 50	7 18	66	1,246 85	23 97	4 84	0 69	0 61	56 00	5 00
Schomberg.....	761 76	245	5,477 09	25 34	131	2,347 85	447 72	15 43	25 13	7 68	345 00	35 00
Schreiber.....	897 06	1,046	20,783 61	121 57	138	2,902 61	152 32	58 52	34 65	4 24	372 00	40 00
Scotland.....	417 86	386	7,298 72	34 57	130	1,439 76	333 63	21 02	3 27	2 16	164 00	15 00
Seaford.....	4,726 04	1,801	17,476 42	110 11	1,408	22,276 91	2,460 39	62 23	51 02	7 39	1,370 00	200 00
Seachmont.....	235 78	88	1,029 66	5 88	1	83 00	3 50	2 83	.....	0 46	132 00	15 00
Sebringville.....	431 73	414	5,537 57	29 28	122	1,643 30	149 36	16 40	.....	0 97	190 00	20 00
Seeley's Bay.....	415 75	1,051	20,318 78	96 54	168	2,820 21	213 82	58 36	3 25	3 44	180 00	15 00
Seguin Falls.....	281 78	302	6,784 18	30 30	13	195 16	52 45	18 71	.....	1 27	140 00	20 00
Selkirk.....	609 50	1,291	30,120 76	130 52	174	2,748 15	304 53	84 70	.....	2 14	278 00	30 00
Seven Bridge.....	530 55	405	6,420 39	32 19	132	1,847 73	503 80	19 6	.....	7 77	230 00	25 00
Shakespeare.....	435 34	452	6,964 70	35 61	139	2,584 31	208 41	20 16	12 10	2 60	220 00	20 00
Shallow Lake.....	432 09	781	13,351 36	67 33	87	1,184 59	298 20	37 38	13 21	2 33	224 00	20 00
Shannonville.....	462 73	842	21,716 77	92 16	142	2,118 42	288 54	60 60	3 55	1 37	202 00	20 00
Sharbot Lake.....	587 83	320	3,674 01	22 13	77	1,065 86	319 66	10 75	3 20	2 66	244 00	4 00
Sharon.....	191 29	180	2,536 46	13 05	34	3,571 89	60 98	7 03	.....	0 54	82 00	5 00
Shedden.....	340 69	94	1,039 35	16 19	107	1,302 72	284 42	4 22	.....	0 92	160 00	15 00
Shelburne.....	2,855 29	1,252	23,691 51	115 16	849	12,773 45	1,937 13	69 84	66 95	19 04	926 00	18 00
Sherkton.....	455 99	340	6,831 44	32 47	50	593 71	123 95	19 51	.....	1 88	150 00	15 00
Simcoe.....	6,351 64	1,256	10,557 62	73 02	1,633	22,399 56	3,921 21	42 94	5 72	19 41	1,900 00	260 00
Singhampton.....	235 30	349	8,886 81	38 90	93	1,566 94	221 48	25 36	.....	1 95	140 00	15 00
Smith's Falls.....	10,148 67	3,710	41,619 83	250 05	3,335	62,547 85	6,071 62	124 51	88 96	18 73	3,275 00	92 00
Smithville.....	986 65	1,768	32,680 02	151 05	305	5,306 29	591 40	92 09	140 53	4 35	360 00	18 00
†Snow Road Station.....	139 69	.....	.....	.....	.....	.....	.....	.....	.....	.....	52 00	5 00
Sombra.....	726 05	835	12,044 07	63 85	361	5,248 22	794 14	40 10	2 25	4 28	190 00	34 00
Southampton.....	1,903 41	1,032	12,194 11	71 99	437	6,516 93	637 66	36 84	12 87	3 69	694 00	22 00
South Indian.....	340 34	752	12,329 66	63 38	110	2,109 22	87 12	37 36	.....	1 75	146 00	1 50
South Mountain.....	583 19	578	10,210 67	48 79	75	1,701 61	147 78	28 27	.....	3 78	255 00	25 00
South River.....	1,019 04	933	11,118 06	63 21	142	3,429 65	237 57	31 52	29 42	3 79	430 00	18 00
South Woodalee.....	439 04	603	14,340 71	65 08	106	1,049 16	225 41	40 31	.....	1 64	180 00	15 00
†Spanish River.....	374 56	158	2,641 72	13 21	6	69 05	69 62	7 27	.....	2 83	146 00	15 00

† Accounting from June 1, 1904.

b Including commission on box rents.

+ Accounting from Nov. 2, 1903.

a Accounting from December 1, 1903.



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APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sparta.....	364 51	497	10,189 78	47 72	126	2,148 01	220 96	30 50	2 87	156 00	.....	15 00
Spencerville.....	482 90	467	11,842 06	51 57	464	3,817 68	1,713 09	34 48	7 89	224 00	9 00	25 00
Spragge.....	413 03	351	5,753 54	31 85	97	1,446 40	59 18	15 82	2 79	174 00	.....	15 00
Spring Brook.....	219 16	667	13,789 99	63 25	47	1,829 47	271 42	38 85	.....	100 00	.....	10 00
Springfield.....	818 11	923	11,788 38	66 38	186	3,272 00	487 09	33 36	5 51	320 00	.....	35 00
Springford.....	329 29	121	2,306 63	11 25	98	1,641 58	158 89	8 39	3 00	152 00	.....	15 00
Spurisdale.....	614 59	523	8,916 31	45 96	203	6,313 67	282 74	26 18	5 14	228 00	16 00	25 00
Stamford.....	325 32	286	2,124 78	15 52	50	732 29	39 30	6 41	1 34	114 00	.....	10 00
Staples.....	220 68	262	3,591 62	18 87	109	920 07	203 94	10 38	1 88	124 00	.....	10 00
Slayner.....	2,002 01	1,253	13,876 12	83 12	572	9,288 81	1,024 62	45 17	21 75	644 60	18 00	80 00
Steele.....	648 82	872	6,033 56	44 74	197	4,031 15	326 27	18 85	.....	320 00	.....	40 00
Stella.....	288 40	366	6,783 72	33 63	106	3,423 32	136 61	27 91	9 70	124 00	.....	10 00
Stevensville.....	401 76	1,082	19,063 46	93 07	92	2,153 75	154 54	55 09	2 55	162 00	4 00	15 00
Stirling.....	1,707 40	1,769	21,810 06	124 27	415	6,717 81	1,214 41	62 81	13 79	610 00	55 00	80 00
Stratford.....	108 61	135	4,217 74	16 88	32	646 20	71 88	12 03	0 85	55 00	.....	5 00
Stratford.....	393 60	235	5,254 65	23 69	58	1,200 12	162 21	14 85	1 44	170 00	22 00	15 00
Stittsville.....	148 59	93	2,733 41	11 75	16	140 79	27 25	7 69	1 03	76 00	.....	5 00
Stony Creek.....	555 57	387	5,170 63	28 98	180	2,558 34	250 23	17 06	0 78	228 00	24 00	25 00
Stouffville.....	2,407 85	1,090	15,687 01	81 70	537	10,838 65	1,360 62	47 63	11 03	812 00	77 00	100 00
Strabane.....	108 42	127	2,376 02	11 28	19	543 22	3 25	7 00	0 22	55 00	.....	5 00
Stratford.....	18,584 63	5,346	62,134 57	430 28	5,357	86,135 51	7,438 60	214 31	139 75	30,554 71	320 00	.....
Stratford Station.....	684 45	139	1,712 87	11 73	4	76 85	41 53	4 84	3 99	4 16	.....	.....
Strathcona.....	197 98	135	5,466 74	20 21	34	534 83	182 14	15 49	3 61	110 00	.....	10 00
Strathroy.....	5,300 09	1,480	17,519 06	101 79	1,352	23,544 55	2,370 36	61 40	27 07	1,716 99	80 00	15 00
Stratford Station.....	526 09	108	1,508 77	7 89	4	209 00	116 59	4 15	1 51	174 00	20 54	40 00
Streetsville.....	932 29	412	7,061 68	36 60	323	4,784 20	697 46	20 92	5 95	370 00	.....	10 00
Sturgeon.....	220 66	142	3,199 81	15 11	79	866 11	238 23	9 29	1 77	120 00	.....	10 00
Sturgeon Falls.....	2,927 95	1,232	23,353 87	130 02	443	11,585 80	831 96	68 05	13 67	826 00	11 00	100 00
Sudbury.....	6,809 01	3,914	53,042 63	338 67	1,171	22,043 96	2,305 51	151 14	14 75	1,918 00	127 80	260 00
Sunderland.....	1,023 12	652	7,627 62	44 25	240	4,833 83	623 69	22 55	1 49	402 00	11 00	40 00
Sundridge.....	976 90	2,057	30,239 58	153 86	289	4,790 15	699 81	83 97	4 25	402 00	9 67	40 00
Sutton (West).....	1,135 05	849	11,292 30	61 71	389	15,405 80	649 31	33 18	4 34	478 00	45 00	40 00
Swansea.....	760 67	57	440 16	4 32	379	800 27	1,915 68	1 27	7 86	240 00	.....	35 00
Sydenham.....	833 81	918	17,545 15	82 95	195	3,493 94	481 62	51 39	3 81	340 00	.....	40 00
Tanworth.....	877 53	1,388	30,899 25	137 44	287	5,106 36	423 79	86 63	6 44	384 00	9 00	40 00
Tara.....	1,326 60	1,276	18,611 07	97 50	496	10,276 97	883 22	52 70	7 66	492 00	54 00	60 00

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Tavistock.....	1,540 43	1,039	12,979 09	73 06	345	6,285 73	522 30	39 99	3 41	9 07	534 00	60 00
Teeswater.....	1,570 80	596	7,980 02	42 71	439	5,979 62	1,047 47	25 20	15 51	9 59	540 00	80 00
Thamesford.....	1,515	269	6,438 01	35 18	269	2,974 33	566 10	19 67	0 31	7 11	66 00	35 00
Thamesville.....	1,847 52	376	7,302 41	35 03	478	6,813 73	936 40	23 95	19 27	4 20	654 00	80 00
The Brook.....	485 46	92	3,867 76	14 49	85	2,435 32	65 42	12 57		3 10	186 00	20 00
Thedford.....	1,229 59	892	12,208 16	66 73	332	5,684 04	687 11	36 18	17 78	4 43	432 00	40 00
Thessalon.....	2,355 69	1,944	28,570 27	149 62	536	8,274 70	931 13	76 45	24 80	14 00	726 00	100 00
Thomashurst.....	180 06	184	4,880 20	21 34	78	1,499 88	157 53	12 60		1 91	80 00	5 00
Thomasburg.....	1,299 58	1,296	16,194 75	30 98	479	7,949 11	801 76	48 61	28 71	5 16	540 00	60 00
Thornbury.....	493 16	639	10,977 79	55 17	132	2,633 16	153 37	31 67	0 10	2 73	206 00	20 00
Thorndale.....	1,436 31	222	5,144 17	23 45	119	2,084 81	437 85	15 49	25 78	0 73	520 00	60 00
Thornhill.....	4,473 43	460	8,389 33	41 08	131	1,620 91	145 36	24 01		3 77	196 00	20 00
Thorold.....	2,214 88	1,857	18,420 32	115 10	683	13,946 94	804 53	71 03	21 92	5 91	692 00	100 00
Tilbury.....	1,944 86	862	13,075 12	71 69	430	7,096 26	1,129 62	43 44	7 78	7 36	658 00	80 00
Tilburg.....	2,047	2,047	20,492 12	133 30	1,347	18,651 97	3,331 60	63 37	17 58	14 81	1,492 00	200 00
Tiverton.....	651 94	1,109	20,758 81	96 88	300	5,097 70	371 32	67 79	49 14	5 26	330 00	40 00
Toledo.....	317 28	759	17,796 15	77 73	105	1,352 99	225 30	46 95	25 29	2 23	156 00	
Toronto.....	*945,909 60											
*(Divided as follows):—												
Head Office.....	779,958 35	27,037	330,752 05	2,698 95	332,785	4,881,886 17	813,194 79			+302 22	100 00	
#Balm Beach.....	1,137 91											
Bathurst Street.....	10,321 00	4,370	45,180 07	373 03	580	6,999 3	2,091 95	129 32	113 59	9 43	100 00	
Bleeker Street.....	6,208 00	1,320	11,335 25	100 80	159	2,317 11	1,455 54	33 14	48 13	4 67	100 00	
Bloor Street.....	4,884 00	2,102	18,096 41	159 23	201	3,410 57	1,476 73	50 69	48 35	6 76	100 00	
Broadview Avenue.....	2,287 00	860	8,509 14	74 27	154	2,442 48	489 59	24 08	21 06	5 57	60 00	
Brooklyn.....	2,127 42	1,144	10,745 40	81 46	116	1,523 27	642 37	29 89	20 37	3 72	75 00	
Carlton Street.....	15,900 00	3,830	37,774 56	296 02	741	13,291 88	8,254 39	108 40	59 22	20 45	100 00	
Clinton Street.....	2,889 00	1,050	10,564 80	80 45	137	2,438 52	628 55	29 85	21 93	4 81	100 00	
Dundas Street.....	3,894 00	2,320	19,961 65	153 40	422	4,341 43	1,355 46	58 56	39 35	4 63	100 00	
Elm Street.....	7,817 00	3,442	39,341 90	331 79	197	3,538 11	2,792 89	109 54	163 06	6 49	100 00	
#Lee Avenue.....	319 00											
North Toronto.....	4,074 00	989	9,980 51	81 26	104	1,473 74	454 64	28 09		5 76	75 00	
Pape Avenue.....	1,147 00	457	4,829 12	40 08	49	745 20	279 90	13 68	8 05	4 50	60 00	
Parkdale.....	6,304 16	2,155	22,981 42	170 58	1,030	17,020 83	2,817 55	73 36	83 34	9 99	100 00	
Parliament Street.....	8,007 00	2,043	17,139 40	138 79	321	4,760 61	2,028 44	46 03	51 04	6 12	100 00	
Peter Street.....	6,307 00	3,643	39,706 02	314 13	293	4,437 34	1,880 18	111 97	91 52	7 93	100 00	
Queen Street Centre.....	4,183 00	1,280	14,082 34	132 53	91	1,785 94	461 33	39 20	11 44	2 54	100 00	
Queen Street East.....	5,035 00	2,725	22,413 27	210 57	147	2,371 74	941 16	62 00	68 39	4 88	100 00	
Riverside.....	3,356 10	1,145	11,248 63	101 47	122	1,617 77	862 17	32 56	43 73	7 80	75 00	
Rusholme Road.....	2,900 00	1,223	13,583 44	131 81	121	1,788 86	1,304 19	39 56	53 46	4 32	75 00	
St. Joseph Street.....	5,180 00	1,405	15,131 77	117 88	161	2,589 50	1,504 54	42 10		3 99	100 00	
Spadina Avenue.....	20,087 00	3,267	34,959 46	271 85	580	10,691 01	6,195 60	62 86	111 81	34 64	100 00	250 00
Station B.....	1,935 13	9,050	103,007 77	849 24	385	4,294 71	8,974 63					
Stat on C.....	14,113 27	2,342	23,969 93	187 95	550	6,577 21	2,019 63					
Strachan Avenue.....	10,949 00	731	7,236 19	59 68	42	678 35	306 92	20 18	14 57	2 23	78 87	
Yorkville.....	13,147 26	3,441	35,503 06	287 75	820	11,701 60	3,046 94	104 52	207 59	12 25	600 00	220 00

a Including \$2.83 arrears of night duty. b Including commission on box rents. c Accounting from May 2, 1904. + Commission to non-accounting offices, &c.

\$ Salary, &c., entered in Auditor General's Report.

Accounting from April 2, 1904.

+ Non-accounting office.

(d) Office in charge of clerk from Toronto post office.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Toronto Junction .....	7,793 73	3,286	31,556 43	262 04	1,567	29,294 17	4,368 79	113 25	74 50	1,934 00	.....	280 00
Tory Hill .....	130 55	108	2,941 92	12 74	11	270 92	168 48	8 21	.....	1 80	9 00	5 00
Tottenham .....	1,286 92	782	11,650 41	60 25	385	5,301 21	803 36	33 03	48 61	476 00	77 00	60 00
Trenton .....	5,807 49	1,280	19,182 64	100 78	1,246	14,657 52	3,911 47	64 83	71 70	1,772 39	160 00	.....
Trout Creek .....	634 76	326	4,887 60	26 73	77	1,366 52	196 26	16 42	8 50	377 360 00	33 00	40 00
Trowbridge .....	162 10	196	2,304 84	12 83	13	149 70	50 05	6 35	.....	0 45	.....	5 00
Tullamore .....	76 43	33	698 30	3 20	8	309 60	6 85	2 14	.....	0 62	34 00	.....
Tunnel .....	727 38	397	4,019 76	27 72	26	304 89	109 95	11 09	.....	0 98	234 00	25 00
Tupperville .....	338 99	250	3,707 06	19 26	43	947 22	82 89	10 50	.....	3 87	150 00	15 00
Tweed .....	2,341 92	447	7,082 35	36 56	602	10,077 94	1,275 86	23 19	3 52	5 01	760 00	100 00
Ufington .....	149 10	152	3,139 66	14 54	40	386 68	89 87	9 72	.....	3 21	70 00	16 00
Underwood .....	421 41	950	16,349 80	79 23	134	2,336 63	284 63	47 23	.....	1 86	178 00	20 00
Union .....	255 22	217	3,158 83	16 31	51	558 45	226 80	9 13	.....	0 84	110 00	10 00
Unionville .....	525 62	213	3,191 22	17 00	193	2,880 63	412 89	10 06	7 52	2 01	222 00	25 00
Uphill .....	152 70	305	7,041 04	31 29	23	625 16	95 88	19 38	.....	1 01	80 00	5 00
Utterson .....	413 27	151	3,130 71	15 71	47	904 33	148 82	8 81	.....	3 43	190 00	20 00
Uxbridge .....	3,173 00	1,685	22,898 96	136 80	871	13,639 10	1,944 31	68 94	6 97	17 38	1,032 00	44 00
Vankleek Hill .....	2,603 54	1,124	13,542 62	84 19	654	14,918 17	1,123 08	41 88	29 96	10 99	864 00	120 00
Varna .....	303 56	146	2,867 85	13 54	84	1,274 63	47 61	8 22	.....	2 01	154 00	15 00
Vars .....	504 68	213	4,543 18	20 14	80	2,176 36	136 35	12 79	.....	2 47	226 00	14 56
Ventnor .....	254 51	207	4,011 44	20 35	41	1,293 61	43 27	11 39	.....	1 41	114 00	10 00
Verner .....	615 57	143	3,335 93	18 94	43	1,826 84	135 53	9 14	.....	2 60	280 00	25 00
Vernon .....	303 52	140	2,816 87	13 99	33	637 42	60 80	8 07	0 71	3 64	132 00	15 00
Verona .....	365 54	344	5,641 08	28 56	60	1,139 54	192 93	16 14	.....	1 41	134 00	15 00
Victoria Harbour .....	891 65	1,197	14,540 78	81 39	162	1,752 66	394 77	39 56	27 94	3 88	370 00	40 00
Victoria Road .....	636 43	457	6,205 12	34 69	69	1,100 28	177 80	17 26	.....	3 85	235 00	25 00
Vienna .....	444 08	671	12,085 26	58 31	120	2,361 30	283 37	34 22	23 85	4 26	220 00	20 00
Virginia .....	273 11	95	4,808 96	16 92	57	956 31	51 46	13 13	.....	1 64	122 00	10 00
Victoria .....	492 87	312	3,722 69	21 19	148	2,286 51	230 25	11 62	0 98	2 73	220 00	25 00
Wabigoon .....	788 55	895	23,124 64	172 38	84	1,773 79	172 15	65 57	4 39	3 18	268 00	25 00
Wahnapitae .....	622 85	299	5,635 30	28 31	36	1,763 20	43 57	15 51	.....	1 99	160 00	15 00
Wales .....	640 46	444	6,699 80	36 42	126	1,822 50	147 60	20 88	17 53	4 33	262 00	25 00
Walkerton .....	5,344 91	1,398	18,257 45	100 27	2,363	30,738 46	4,912 85	62 82	49 24	21 52	1,701 13	100 00



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Walkerville.....	8,176 31	2,550	25,203 60	176 88	1,848	41,669 42	2,087 33	75 92	12 43	12 13	2,656 00	280 00
Wallaceburg.....	4,234 14	1,407	19,032 98	109 13	1,103	15,949 01	1,876 31	68 17	14 88	8 02	1,360 00	180 00
Wallacetown.....	365 01	500	6,155 98	34 56	1,702	1,384 60	55 85	17 68	.....	2 97	158 00	15 00
Walsingham Centre.....	268 82	341	4,952 37	25 94	93	1,353 27	167 23	14 50	.....	1 97	170 00	10 00
Walters Falls.....	264 81	194	5,280 94	22 10	54	1,067 82	125 21	15 16	.....	3 50	126 00	10 00
Walton.....	314 12	428	4,953 06	27 74	97	1,654 26	339 41	14 36	.....	1 44	160 00	15 00
Wardville.....	695 77	1,276	18,253 36	94 48	208	4,209 11	239 70	53 96	20 77	1 32	330 00	40 00
Warkworth.....	1,336 00	1,584	23,057 59	118 26	195	3,413 56	342 50	65 70	15 02	2 62	498 00	60 00
Warren.....	937 76	1,099	17,746 76	90 73	244	6,337 28	333 36	49 83	8 58	4 80	440 00	40 00
Warsaw.....	371 94	258	5,798 34	26 78	68	961 55	142 81	16 28	.....	4 85	170 00	15 00
Warwick.....	185 49	300	5,317 34	25 90	65	1,249 84	155 75	15 40	.....	1 12	80 00	5 00
Waterdown.....	679 90	670	8,229 63	48 17	199	5,645 18	460 05	25 68	10 50	1 03	275 00	30 00
Waterford.....	1,634 39	856	11,983 20	62 46	510	4,849 61	958 10	36 27	9 96	13 93	584 00	80 00
Waterloo (West).....	7,514 83	807	9,541 07	61 23	3,010	59,325 40	3,552 34	46 46	28 78	26 52	2,074 00	300 00
Watford.....	3,015 82	1,631	28,962 86	142 79	1,160	18,714 60	2,042 06	87 54	19 24	18 50	770 00	120 00
Waubesaene.....	987 44	1,160	16,154 98	85 55	1,388	2,382 01	562 82	45 79	32 14	3 17	404 00	40 00
Waverley.....	193 43	114	3,069 73	12 82	33	2,969 96	123 53	8 63	.....	4 34	90 00	5 00
Webbwood.....	879 83	719	15,701 77	76 39	171	2,849 53	296 21	44 65	32 01	9 62	374 00	40 00
Welland.....	5,012 41	932	10,150 71	63 01	2,000	40,021 86	3,319 42	39 09	23 11	15 31	1,400 00	200 00
Welland Port.....	433 76	1,073	26,185 49	113 95	1,669	3,631 54	258 17	72 82	21 30	5 24	190 00	20 00
Wellesley.....	916 47	1,026	10,616 35	63 31	156	2,813 35	221 67	40 65	19 24	3 67	352 00	80 00
Wellington.....	1,113 97	845	8,105 27	50 31	242	2,866 79	401 97	24 94	0 79	7 62	410 00	40 00
Wellman's Corners.....	999 10	952	2,037 78	9 13	19	229 17	52 80	5 75	.....	0 97	50 00	5 00
West Lorne.....	451 34	448	11,494 25	64 51	240	3,110 67	454 79	33 43	18 44	2 44	408 00	40 00
Westmeath.....	1,463 72	608	12,177 16	58 51	504	7,189 50	612 64	36 32	22 26	1 98	500 00	60 00
Westport.....	437 44	1,269	13,811 81	80 04	281	5,779 91	591 71	40 80	9 25	3 18	480 00	60 00
Westwood.....	1,271 60	1,195	7,260 22	26 25	27	382 46	58 37	20 12	.....	1 59	170 00	15 00
Wheatley.....	804 36	1,210	15,885 70	84 60	181	2,036 44	480 19	44 05	1 22	6 66	340 00	35 00
Whitby.....	3,650 76	767	6,704 64	46 89	60	17,101 95	2,318 58	29 48	13 48	6 95	1,126 00	160 00
White River.....	812 62	814	17,654 35	149 83	40	503 25	98 07	43 98	24 07	2 29	306 00	30 00
Whitvale.....	288 42	304	7,430 34	30 87	71	858 23	129 59	20 75	.....	3 15	125 00	10 00
Whitney.....	1,132 60	1,700	22,563 95	124 49	77	775 48	180 04	62 15	45 79	3 75	440 00	40 00
Whitton.....	4,422 27	2,104	22,821 25	140 59	961	19,107 94	1,843 30	68 93	18 86	10 73	1,494 00	200 00
Whitworth.....	263 83	853	15,402 50	74 20	153	3,625 66	160 36	44 08	9 44	1 30	116 00	10 00
Williamsford.....	330 27	274	5,498 73	25 43	67	1,423 70	189 15	15 52	9 92	3 32	154 00	15 00
Williamstown.....	592 91	458	7,445 94	38 76	95	1,798 57	222 84	20 83	3 59	8 02	280 00	30 00
Williamsville.....	372 82	64	3,866 93	2 91	4	27 69	31 25	1 05	.....	0 48	112 00	10 00
Winchester.....	2,847 45	543	9,152 03	45 94	610	19,667 25	1,382 56	28 78	16 64	17 14	846 00	120 00
Winchester Springs.....	220 30	233	2,997 36	16 02	26	551 53	45 81	9 21	.....	1 07	110 00	10 00
Windham Centre.....	200 19	224	6,601 32	25 83	32	521 67	125 74	20 43	.....	3 05	110 00	10 00
Windsor.....	31,436 53	2,208	25,632 19	172 81	7,380	108,054 52	12,184 90	.....	.....	.....	.....	.....
Wingham.....	4,588 34	2,292	24,232 53	145 21	1,222	20,100 92	2,537 22	74 55	30 23	8 58	1,454 00	200 00
Winoona.....	2,156 36	339	3,512 49	21 21	802	13,033 16	1,239 21	10 69	0 86	2 23	678 00	80 00
Wolfe Island.....	496 70	225	3,921 78	19 40	167	2,200 43	97 60	15 16	.....	1 65	220 00	20 00
Woodbridge.....	786 90	515	6,361 29	37 79	178	3,634 07	289 32	19 55	23 74	2 08	360 00	40 00
Woodham.....	178 88	135	3,260 76	14 45	29	423 26	112 75	9 03	.....	1 01	110 00	10 00
Woodsee.....	111 14	217	5,130 56	21 84	31	1,201 75	48 30	16 44	8 57	1 61	56 00	5 00
Woodstock.....	18,860 04	4,248	49,007 77	304 57	4,515	67,358 37	10,072 90	172 33	98 41	45 90	+4,351 71	.....

a Salary, &amp;c., entered in Auditor General's Report.

+ Including commission on box rents.

## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Ontario—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Woodville.....	1,217 46	1,092	17,883 53	91 06	370	7,045 44	671 91	49 82	13 61	10 41	436 00	.....	60 00
Wooler.....	419 73	609	15,305 75	55 45	104	2,452 24	252 07	43 53	1 91	2 21	178 00	.....	20 00
Worthington.....	66 97	29	383 14	2 25	5	47 91	19 42	1 03	1 48	0 99	50 00	.....	.....
Wroxeter.....	777 66	779	10,255 41	55 44	834	6,309 03	2,107 80	30 83	15 65	5 43	354 00	18 00	40 00
Wyebidge.....	171 67	121	1,707 80	8 54	27	574 23	151 02	4 98	.....	2 02	100 00	.....	5 00
Wyevale.....	238 97	24	201 01	1 42	8	104 78	48 15	0 55	.....	1 13	110 00	.....	10 00
Wyoming.....	1,327 26	1,454	18,226 25	103 54	369	5,633 60	918 19	52 84	37 67	6 88	500 00	.....	60 00
Yarker.....	612 09	498	5,762 20	34 11	314	5,743 15	540 07	16 37	13 14	5 39	246 00	25 00	25 00
Yonk.....	263 11	246	6,207 47	28 14	62	1,049 00	155 16	17 89	20 35	2 45	130 00	.....	10 00
Yong's Point.....	257 77	60	1,409 71	6 47	17	447 53	43 95	4 01	.....	1 62	140 00	.....	15 00
Zephyr.....	337 28	138	3,551 98	15 82	68	1,251 76	178 23	10 27	.....	3 65	148 00	.....	15 00
Zurich.....	730 84	476	9,187 44	45 22	167	3,518 70	214 09	27 91	13 07	4 91	330 00	14 00	35 00
Non-accounting Post Offices.....	201,642 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	104,446 38	1,974 20	4,238 82
Less—Value of Postage Stamps affixed to Postal Notes.....	2,893,651 93	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	3,537 00	798,448	11,495,292 86	67,532 70	838,131	12,670,277 60	1,745,847 06	30,674 80	13,905 83	5,401 84	531,566 14	22,232 79	39,114 74
Totals.....	2,890,114 93	798,448	11,495,292 86	67,532 70	838,131	12,670,277 60	1,745,847 06	30,674 80	13,905 83	5,401 84	531,566 14	22,232 79	39,114 74



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## APPENDIX C—Continued.

## PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation ; the Gross Postal Revenue ; the number and amount of Money Orders issued and paid, and the amount of Commission thereon ; the value of Postal Notes paid ; and the Compensation, Salary and Allowances paid to the Postmaster at each office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel, and Light.
								\$	cts.	\$	cts.			
Abbotsford.....	368 44	361	4,382 94	24 06	100	2,041 37	165 61	16 00	.....	3 68	156 00	8 00	15 00	
Abercorn.....	356 23	133	1,501 34	9 07	116	1,063 38	71 55	6 09	.....	0 76	130 00	3 00	10 00	
Acton Vale.....	949 14	637	14,192 56	64 57	482	10,328 86	817 80	55 84	0 19	.....	385 00	20 00	40 00	
Adstock.....	105 93	135	3,345 49	14 79	8	314 27	20 97	9 89	.....	2 30	56 00	.....	5 00	
Agnes.....	539 21	739	8,419 23	51 29	126	1,963 63	87 96	25 62	30 56	.....	286 00	14 00	30 00	
Amherst Island (Magdalen Islds).....	144 85	258	7,635 63	32 04	25	703 38	36 76	21 00	.....	0 67	64 00	15 00	5 00	
Anqui.....	1,049 52	501	11,417 29	52 38	111	3,080 88	183 23	35 67	.....	4 82	372 00	3 00	40 00	
Arthabaskaville.....	1,528 57	342	7,912 81	35 03	700	13,626 30	1,278 13	36 58	1 30	.....	528 00	100 00	60 00	
Arundel.....	298 64	520	12,419 67	54 47	126	2,383 62	157 40	35 50	1 69	.....	152 00	7 00	15 00	
Asbestos.....	459 93	595	10,490 28	52 51	127	1,365 36	161 30	30 40	.....	4 51	224 00	.....	25 00	
Avignon.....	166 82	405	12,676 03	50 79	33	934 81	55 81	35 48	2 99	.....	70 00	6 00	5 00	
Ayer's Cliff.....	484 95	197	2,506 79	14 17	83	1,395 70	53 59	9 14	.....	3 89	212 00	10 00	20 00	
Aylmer East.....	1,248 23	1,027	13,818 93	76 14	319	6,334 96	585 66	41 73	55 50	.....	2500 75	.....	.....	
Aylwin.....	188 58	103	1,539 89	7 90	14	213 80	43 82	4 25	.....	2 59	90 00	.....	10 00	
Bagotville.....	484 93	769	15,945 59	102 30	42	1,066 15	122 53	44 12	.....	3 37	216 00	.....	20 00	
Barachois de Malbaie.....	322 97	46	893 31	4 56	11	288 82	77 75	2 49	.....	1 62	122 00	5 00	10 00	
Barnston.....	186 62	303	3,645 44	19 79	56	939 92	98 24	11 23	.....	0 79	110 00	.....	10 00	
Batiscon.....	355 30	364	10,919 77	44 41	142	3,178 73	198 14	32 69	.....	3 89	198 00	120 00	15 00	
Beaulieu.....	1,354 62	1,191	16,956 37	91 98	402	6,662 29	472 71	49 03	36 27	.....	540 00	28 00	80 00	
Beaulieu.....	295 29	50	700 28	3 81	73	1,587 31	140 35	2 28	.....	5 07	112 00	6 00	10 00	
Beaupré.....	174 25	27	579 82	2 78	106	604 33	53 40	2 34	.....	0 89	64 00	7 00	5 00	
Béancour.....	632 79	203	5,751 97	24 55	121	3,678 87	290 77	19 48	62 60	.....	296 00	40 00	30 00	
Bedford.....	1,370 84	701	6,179 31	40 99	545	7,150 06	635 75	24 37	85 67	.....	496 00	16 00	60 00	
Beebe Plain.....	323 78	479	8,344 15	46 27	293	4,433 29	597 83	23 72	.....	1 58	156 00	.....	15 00	
Belœil Village.....	363 36	355	9,946 10	41 84	112	2,547 65	74 53	29 93	.....	0 58	170 00	.....	15 00	

<sup>a</sup> Including commission on box rents.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bergerville.....	596 47	101	1,251 47	8 39	143	1,342 10	278 87	6 14	2 18	200 00	16 00	10 00
Berthier (en bas).....	173 46	131	1,526 73	8 55	53	1,403 37	128 70	6 49	0 52	98 00	20 00	10 00
Berthier (en haut).....	1,372 72	785	12,116 04	63 66	633	13,089 22	600 93	45 94	5 95	488 44	9 00	40 00
Bic.....	996 75	549	12,890 30	57 11	252	5,516 68	418 26	43 19	5 68	410 00	9 00	40 00
Bienville.....	308 95	148	1,872 26	10 16	17	300 47	32 87	5 52	0 66	120 00	4 00	5 00
Birchton.....	182 43	99	1,763 00	8 91	19	640 80	35 45	5 96	1 84	90 00	4 00	5 00
Bishop's Crossing.....	514 17	469	5,515 07	32 98	77	1,057 92	122 46	15 18	2 28	228 00	18 00	25 00
Black Cape.....	509 04	296	3,796 35	19 26	71	1,416 90	45 40	11 85	1 56	120 00	3 00	10 00
Black Lake.....	902 73	807	11,630 28	61 03	69	1,156 89	191 68	33 36	0 95	420 00	42 00	40 00
Blue Bonnets.....	581 35	133	1,104 90	8 84	87	507 35	245 80	3 45	0 85	358 00	3 00	40 00
Bolduc.....	362 80	170	4,133 45	18 46	20	540 58	45 10	11 66	1 84	146 00	30 00	10 00
Bolton Centre.....	211 86	145	1,995 24	11 52	31	538 39	151 56	6 15	2 28	90 00	3 00	10 00
Bonaventure River.....	347 62	244	5,388 65	27 43	82	2,164 68	86 25	19 42	2 32	165 00	3 00	15 00
Bonaventure River.....	580 80	213	4,676 12	22 92	45	890 40	26 20	13 41	1 84	242 00	2 34	10 00
Bouchette.....	277 21	62	1,200 00	5 50	12	345 31	54 15	3 44	0 59	125 00	3 00	10 00
Bristol.....	252 11	22	634 06	2 91	14	219 56	27 00	1 73	3 15	100 00	3 00	15 00
Brome.....	350 28	253	4,268 29	21 75	93	730 88	96 91	12 58	1 45	170 00	5 00	40 00
Bromptonville.....	776 31	614	7,670 32	42 24	94	1,518 52	220 01	21 97	1 28	364 00	3 00	15 00
Broughton Station.....	303 55	107	2,794 85	11 15	78	3,181 05	181 50	8 28	1 54	132 00	3 00	40 00
Bryson.....	819 89	798	9,324 48	51 02	215	3,000 34	365 09	25 98	2 99	356 00	3 00	40 00
Buckingham.....	3,381 42	2,353	30,354 50	165 42	584	14,015 34	901 05	93 97	4 48	1,075 78	30 00	30 00
Cabano.....	657 86	184	4,404 51	19 89	32	494 21	140 20	12 71	2 17	286 00	3 00	40 00
Cacouna.....	808 06	294	7,426 42	33 75	207	4,794 50	158 56	23 32	1 88	436 67	3 00	30 00
Calumet.....	748 86	325	3,877 37	22 96	58	1,029 72	68 03	10 84	1 05	300 00	8 00	10 00
Calumet Island.....	216 47	84	2,873 56	11 06	35	544 09	93 00	8 03	1 17	110 00	10 00	20 00
Campbell's Bay.....	475 25	322	7,456 36	32 72	54	1,249 37	141 39	21 45	2 62	158 00	10 00	10 00
Campbell's Bay.....	325 12	64	1,208 67	6 57	17	342 87	32 48	3 59	1 52	149 00	22 00	25 00
Cape Cove.....	313 38	158	3,043 84	15 60	51	987 84	94 84	8 62	2 12	240 00	131 00	10 00
Capleton.....	458 07	732	11,765 34	60 61	217	1,797 17	118 14	34 36	3 24	131 00	12 00	5 00
Caplin River.....	210 38	209	5,395 16	23 95	37	848 65	46 31	15 83	3 24	66 00	4 00	25 00
Cap Magdeleine.....	341 89	60	7,720 93	3 94	169	889 96	1,019 15	12 30	2 55	220 00	4 00	10 00
Cap St. Ignace.....	463 21	184	3,945 87	18 64	170	4,063 93	261 88	12 30	3 15	108 00	3 00	10 00
Cap Santé.....	211 27	107	2,649 29	11 66	181	2,837 05	517 10	8 39	3 15	108 00	3 00	10 00

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Carlton.....	341 58	486	8,216 27	41 14	142	3,113 45	196 50	25 39	2 88	170 00	15 00
Causapscal.....	693 86	287	5,978 21	26 07	34	1,405 81	45 04	16 75	3 58	160 00	30 00
Cedar Hall.....	725 17	485	8,019 75	40 15	36	887 54	419 33	22 10	3 81	278 00	5 00
Cedars.....	178 68	341	8,615 03	37 73	40	583 81	35 80	23 08	1 98	140 00	20 00
Chambly.....	447 31	153	2,890 36	13 12	156	2,875 28	80 21	11 81	1 26	204 00	35 00
Chambly Canton..	701 24	893	16,331 62	96 27	217	2,489 67	231 38	48 10	1 29	322 00	10 00
Chamboard.....	258 34	186	4,204 67	51 68	43	764 78	46 88	11 98	3 17	118 00	20 00
Champlain.....	414 66	426	12,704 81	51 53	175	5,273 06	198 76	35 56	1 25	200 00	10 00
Chapau.....	380 59	540	9,815 51	45 91	85	1,617 12	346 45	27 97	1 32	194 00	20 00
Charlesbourg.....	280 31	220	3,635 22	18 91	110	1,549 41	478 88	10 80	1 25	118 00	10 00
Chateau Richer.....	152 28	62	2,376 27	9 70	16	431 19	43 79	6 66	0 52	65 00	5 00
Chelsea.....	169 17	178	2,371 76	12 43	86	1,288 50	288 12	7 49	1 25	90 00	15 00
Cheneville.....	422 02	389	10,651 03	44 49	109	3,061 62	288 64	31 77	41 46	176 00	120 00
Chicoutimi.....	3,085 39	834	15,007 56	91 37	876	16,641 75	2,970 96	46 50	1 90	970 00	25 00
Clarencville.....	540 63	351	9,351 31	39 32	103	1,977 91	51 50	28 32	5 85	245 00	16 00
Clark City.....	82 20	132	4,051 76	24 88	7	555 00	..	11 14	0 34	42 00	..
Coaticook.....	3,986 13	2,488	21,588 24	142 97	1,084	17,558 40	1,437 35	76 87	10 64	1,332 01	100 00
Compton.....	960 16	833	9,472 99	61 67	259	4,985 32	446 98	31 35	4 49	408 00	40 00
Contrecoeur.....	248 16	227	3,986 81	20 12	60	1,013 07	113 40	12 33	0 22	116 00	10 00
Cookshire.....	1,876 41	1,526	19,258 11	100 51	530	7,829 32	1,028 92	56 80	5 76	590 00	80 00
Coteau du Lac.....	204 10	316	4,637 39	22 36	95	1,868 90	42 40	12 76	0 96	120 00	10 00
Coteau Landing.....	365 63	641	10,957 34	54 07	237	3,722 10	292 79	35 00	1 16	230 00	32 00
Cowansville.....	2,311 37	393	4,753 06	27 90	629	12,996 12	1,252 34	17 62	8 03	814 00	100 00
Danville.....	2,053 62	1,821	19,635 31	119 68	700	13,035 79	994 46	67 31	6 97	720 00	120 00
Daveluyville.....	319 20	297	5,038 29	25 07	68	1,857 84	84 15	15 26	0 99	118 00	10 00
Delisle.....	905 84	45	1,237 83	5 35	11	505 61	28 35	3 54	3 40	96 00	4 33
De Lorimier.....	1,286 59	248	1,893 69	15 44	21	469 74	24 84	5 23	0 12	420 00	40 00
Deschambault.....	447 20	590	9,356 18	46 43	166	4,337 83	147 82	26 27	2 04	210 00	20 00
D'Issaili.....	967 18	216	4,850 04	21 91	185	4,685 71	458 34	16 23	9 20	380 00	40 00
Dixville.....	246 51	271	3,035 99	18 81	62	450 75	65 94	9 04	2 33	104 00	10 00
Doughstown.....	206 44	96	5,178 66	17 46	19	427 85	20 19	14 44	1 37	112 00	7 00
Drummondville (East).....	1,207 04	1,273	19,332 17	99 46	645	13,178 78	1,322 02	62 41	5 62	478 01	61 00
Dunham.....	829 96	960	16,966 46	65 41	207	3,780 98	221 51	34 57	2 07	308 00	35 00
East Angus.....	1,097 38	751	10,331 25	58 02	188	2,396 09	209 57	29 97	4 87	446 00	40 00
East Broughton.....	222 43	166	7,489 36	28 11	19	370 57	65 91	20 04	3 11	108 00	10 00
East Farnham.....	261 64	137	2,023 36	10 21	42	561 29	54 97	5 91	1 75	106 00	10 00
Eastman.....	664 45	588	10,128 29	50 28	127	2,651 72	151 88	30 90	3 62	284 00	30 00
East Sherbrooke.....	2,909 28	34	865 67	3 85	137	1,978 43	373 40	5 67	2 74	460 00	60 00
English Bay (Anticosti).....	92 10	42	814 32	4 29	14	74 64	0 20	1 34	0 63	74 17	..
Fairmount Avenue.....	653 00	146	971 06	7 64	14	..	..	2 75	0 94	40 00	..
Farnham.....	2,935 13	2,161	25,144 48	154 88	1,074	17,789 19	718 23	94 40	9 34	111 00	11 00
*Father Point.....	208 78	3	67 70	0 38	2	6 80	39 15	0 19	0 39	11 00	5 00
Fitch Bay.....	342 56	483	3,307 74	24 21	64	1,345 00	34 03	10 92	2 24	150 00	15 00
Fort Coulonge.....	1,013 54	492	9,381 36	46 04	85	1,388 72	182 05	26 13	2 25	436 00	40 00
Fort River.....	223 59	103	1,972 06	9 99	18	504 75	15 85	5 59	1 80	107 00	10 00
Frankton.....	312 47	185	3,071 36	15 05	29	631 06	55 30	9 05	1 28	125 00	10 00
Franklin Centre.....	231 88	284	3,592 68	19 76	61	1,414 35	12 33	11 56	1 03	120 00	10 00
Frelighsburg.....	637 51	877	8,819 27	54 70	187	3,394 19	136 70	26 15	1 59	286 00	25 00
Garthby Station.....	669 95	151	4,029 37	16 64	79	1,257 60	331 65	12 61	5 72	290 00	30 00

\* Accounting from June 1, 1904.

a Including commission on box rents.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Post-masters on M. O. business.		Compensation paid to Post-masters on S. B. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
							\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Gaspé.....	1,385 22	663	15,314 61	73 83	239	4,746 06	291 43	46 02	13 75	6 26	504 00	134 00	134 00	60 00		
Gentilly.....	518 62	432	12,304 98	50 57	134	3,440 01	149 47	38 68		1 91	224 00			20 00		
Georgewille.....	671 82	397	3,542 49	24 02	139	2,408 70	115 32	10 90		1 32	260 00	4 00	4 00	25 00		
Gracfield.....	524 07	651	15,815 53	70 16	53	1,191 08	92 57	43 49		1 64	242 00	8 00	8 00	25 00		
Granby.....	4,291 73	2,385	28,538 57	462 43	1,228	18,872 01	1,386 32	100 91	4 71	9 49	1,423 40	40 00				
Grand Caspédia.....	281 84	99	2,681 61	11 04	19	312 86	49 50	7 62		1 07	120 00			10 00		
Grande Baie.....	139 40	334	12,935 67	49 44	37	1,123 00	164 06	35 73		6 30	135 33	9 00		15 00		
Grandes Piles.....	371 45	433	13,765 72	56 19	50	935 26	151 78	38 05		0 98	162 00	40 00		5 00		
Grand Grève.....	305 04	110	1,720 60	9 39	9	43 85	6 00	4 80		0 83	136 00			15 00		
Grand Mère.....	1,399 89	90	1,032 91	9 96	274	5,258 44	287 71	6 32		1 80	500 00	72 30		60 00		
Grand Mère Village.....	1,297 48	2,039	33,013 11	163 71	110	1,232 23	338 46	91 36		3 18	476 00			40 00		
Grand Métis.....	242 56	199	3,040 98	15 37	52	1,382 90	124 48	8 41		1 00	130 00			10 00		
Grand River.....	459 70	323	11,476 48	45 87	72	1,683 82	80 46	33 89		1 11	272 00			25 00		
Grenville.....	920 42	1,607	29,254 77	138 78	136	2,420 62	148 60	82 10	73 56	2 60	400 00	24 00		40 00		
Grindstone Island (Magdalen Islands).....	242 71	241	9,482 36	35 82	15	421 34	37 37	26 49		1 83	95 00	12 00		10 00		
Grondines.....	247 95	215	3,521 63	16 29	57	1,779 07	130 64	10 23		1 17	120 00	2 75		10 00		
Guay.....	519 99	245	1,007 61	12 40	10	117 67	22 55	2 78		0 46	258 00			25 00		
Hadley.....	443 11	369	4,447 09	27 24	99	1,287 77	153 52	12 64	77	2 68	215 00			20 00		
Hebertville.....	493 19	318	9,197 37	38 32	99	2,937 06	202 60	26 35		3 94	228 00	3 00		20 00		
Hemmingford.....	737 09	232	4,996 07	22 86	136	2,954 32	139 38	16 16	79 21	2 53	320 00	44 00		40 00		
Henryville.....	305 32	327	14,483 45	52 50	82	1,833 22	40 01	43 10	62 86	3 47	146 00			10 00		
House Harbour (Magdalen Islands).....	97 48	357	14,216 99	54 84	13	516 94	15 81	39 38	1 30	1 79	48 00					
Howick.....	585 38	303	7,760 38	35 48	103	1,929 35	85 98	21 98	56 88	4 76	330 00			35 00		
Huabreau.....	382 93	283	7,603 84	32 46	55	1,427 10	250 67	21 62		1 09	216 00	33 00		15 00		
Hudson.....	163 15	7	45 20	0 80	40	629 55	12 70	0 49	0 06	1 98	80 00			5 00		
Hull.....	5,749 68	1,861	25,431 99	139 34	2,207	30,101 15	3,189 28	85 84	145 41	10 43	1,621 89	7 00				
Huntingdon.....	2,512 22	1,366	14,020 17	89 41	664	11,273 71	827 54	53 79	120 59	4 70	836 00	88 00		120 00		
Herville.....	1,164 23	448	4,124 64	28 83	720	11,442 52	453 12	26 34		2 23	400 00			40 00		
Inverness.....	660 00	521	13,440 16	57 00	272	5,696 30	378 26	40 97	76 30	5 40	300 00	44 00		30 00		
Isle Verte.....	791 75	310	4,546 26	25 08	142	2,075 36	158 56	14 97	16 38	2 87	321 25	14 00		35 00		
Jolite te.....	3,809 29	1,129	20,130 03	99 43	2,219	49,030 73	2,240 52	73 24	14 35	14 40	1,192 79	100 00				



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	584 63	517	13,960 53	59 38	23	563 30	70 75	38 51		2 99	210 00	5 00	20 00
Jonquière.	584 63	517	13,960 53	59 38	23	563 30	70 75	38 51		2 99	210 00	5 00	20 00
Kamouaska.	539 42	241	6,544 29	27 56	167	3,959 38	494 75	21 53		0 63	308 00		25 00
Kazubazua.	459 88	104	2,394 81	11 46	31	639 70	162 11	6 65		1 51	196 00		20 00
Kingsbury.	283 95	138	2,195 75	11 84	121	1,190 33	111 93	7 83		3 19	160 00	14 00	15 00
Kingsley Falls.	512 93	591	5,757 46	36 84	92	1,575 16	39 53	17 48	8 24	2 71	298 00	13 00	30 00
Kinnear's Mills.	189 88	298	4,879 89	24 21	59	1,261 19	31 25	14 72	6 26	1 18	100 00		10 00
Knowlton.	1,670 92	570	6,349 91	39 97	420	6,395 82	653 85	24 80	11 01	9 68	574 00	24 00	80 00
La Baie.	528 91	214	2,565 43	14 48	84	2,179 78	86 95	8 48		0 29	242 00		25 00
La Baie Shawenegan.	131 46	111	1,710 10	9 17	5	47 00	21 00	4 72		1 17	80 00		5 00
Labellie.	968 02	1,441	37,314 90	165 57	196	4,677 77	200 24	103 68		6 54	478 00	154 00	80 00
Lac à la Tortue.	284 24	133	3,832 04	16 18	20	448 46	43 70	10 62		0 50	106 00	22 00	10 00
Lachine.	1,529 84	868	9,306 43	75 84	438	8,431 57	431 97	34 52	72 96	1 58	566 75		
Lachine Locks.	1,449 71	999	15,991 97	98 73	144	2,630 54	251 77	45 68		3 49	520 00		60 00
Lachute.	2,224 20	1,499	18,303 70	108 20	698	13,496 85	1,151 35	56 93	264 06	4 25	728 00	76 00	100 00
Lachute Mills.	596 26	311	2,927 07	19 52	68	853 35	91 90	9 41		4 25	295 00		30 00
Lacolle.	677 31	615	6,397 67	37 39	241	5,558 80	95 48	29 39	71 22	0 13	325 00	18 00	40 00
La Conception.	75 35	221	5,920 37	25 19	16	462 76	40 40	16 28		1 53	40 00		
Ladyenith.	156 60	191	2,036 60	12 27	16	432 58	14 12	5 67		0 43	100 00	3 00	5 00
Lake Mégantic.	1,619 17	542	8,966 60	45 92	314	5,388 09	588 02	28 25		9 29	550 00		60 00
Lamartine.	210 40	113	2,496 66	13 03	27	1,795 05	60 06	8 08		0 92	88 00	5 00	10 00
Lambton.	527 00	119	4,101 16	17 01	99	2,632 56	310 32	12 53		3 91	224 00		25 00
L'Annonciation.	792 01	1,151	25,976 87	118 93	214	7,041 08	102 50	72 06		1 04	324 00	6 00	35 00
Lanoraie.	275 66	336	7,779 31	34 06	104	1,987 29	48 85	21 71		0 25	112 00		10 00
La Patrie.	422 94	779	18,748 62	84 91	99	5,256 71	234 71	54 82		2 44	322 00	36 00	15 00
Laprairie.	740 95	570	10,685 16	49 77	276	9,233 06	374 47	72 54	65 38	0 47	400 00	6 00	33 33
L'Assomption.	1,142 55	1,127	23,590 17	105 66	468	2,475 42	268 02	6 78	5 46	2 45	80 00		5 00
La Trappe.	254 09	157	2,025 99	12 31	154	4,946 56	259 68	33 21	10 40	1 25	445 00	12 50	40 00
Laurentides.	1,091 37	710	11,613 51	58 18	179	1,163 08	140 12	2 41		2 97	300 00		30 00
Laurierville.	620 09	17	358 00	1 64	46	4,882 77	332 60	22 54		3 06	244 00	11 00	25 00
Launon.	573 46	400	6,125 16	33 51	233	3,054 01	79 34	48 17		1 66	180 00		15 00
L'Avenir.	358 28	666	16,542 94	71 42	109	2,691 20	173 54	51 69	56 70	1 22	172 00	18 00	80 00
Leeds Village.	400 33	560	17,866 08	73 35	193	7,795 16	689 08	42 57	8 41	5 71	710 00	20 00	15 00
Lennoxville.	1,880 81	1,213	12,449 06	82 64	533	2,822 82	186 54	17 50	17 45	1 67	245 00	110 00	25 00
L'Épiphanie.	633 47	406	6,251 36	33 72	146	7,943 74	148 69	41 12		0 86	180 00	40 00	15 00
Les Éboulements.	419 02	535	10,479 38	50 77	242	1,461 83	32 90	2 25		1 17	50 00		5 00
Les Écureuils.	129 80	49	812 91	3 89	31	538 75	50 88	2 10		1 84	126 00		10 00
Les Escoumains.	313 26	30	764 10	3 16	6	38,032 50	3,546 19	69 10	9 47	5 29	783 00	330 00	100 00
Levis.	2,472 71	1,410	20,105 24	116 49	1,899	888 11	4 50	1 46		0 75	96 00		10 00
Lime Ridge.	178 63	2	9 74	0 19	20	151 60	41 52	8 75		1 72	179 00	42 00	15 30
Limere.	376 94	202	3,182 68	16 19	11	7,691 42	342 22	53 96		6 45	274 00		30 00
Little Cascapédia.	600 16	599	16,569 36	69 83	342	2,953 40	84 70	45 39		4 61	190 00		20 00
Little Métis.	433 11	918	16,210 20	84 05	79	6,518 42	206 31	22 52	21 45	2 32	388 00		30 00
Long Point.	632 15	423	7,186 09	35 71	218	2,649 07	51 55	12 26		0 37	395 00		40 00
Longueuil.	1,107 21	326	3,256 99	21 73	129	4,768 42	365 90	15 07		0 70	300 00		40 00
Lorette.	820 10	319	3,976 12	23 13	345	1,765 55	207 18	4 92		2 32	118 00		10 00
Lorne.	272 38	63	1,215 78	5 98	81	1,71 24	11 90	0 47		1 17	86 00	40 00	5 00
Lotbinière.	230 75	16	69 86	1 00	10	4,421 32	178 84	34 76	34 19	3 34	178 00	172 00	15 00
Louiseville.	364 10	431	11,004 52	48 89	171	8,083 61	616 08	38 83		4 27	598 00	86 00	80 00
	1,348 76	680	11,887 82	57 43	414								

† Including commission on box rents.

+ Accounting from Aug. 1, 1903.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Low .....	231 64	50	1,058 06	4 96	15	166 99	39 07	3 18	0 85	96 00	104 00	10 00
Lyster Station.....	451 70	247	3,486 20	17 91	57	809 61	115 34	9 77	2 43	196 00	104 00	20 00
Magog .....	2,527 00	1,704	23,273 00	137 10	770	8,220 41	681 63	74 29	10 54	816 00	16 00	120 00
Maisonneuve.....	2,754 73	1,083	12,113 91	74 13	159	2,292 00	208 10	35 76	2 08	350 00	22 00	60 00
Maniwaki .....	792 59	599	13,517 24	62 71	90	1,823 30	97 15	37 30	2 08	255 00	22 00	25 00
Mansonville.....	673 75	408	4,608 33	34 97	151	2,832 77	288 53	20 60	3 23	250 00	16 00	25 00
Marbleton .....	343 55	345	4,631 83	26 38	53	825 92	91 18	13 79	2 76	190 00	23 00	20 00
María .....	363 81	217	4,000 83	19 32	96	1,663 48	149 02	12 97	2 07	152 00	15 00	15 00
Mariville .....	1,064 65	972	18,197 74	89 10	455	8,357 81	319 48	61 32	2 24	435 00	10 00	40 00
Martinville.....	211 83	258	4,320 28	21 28	43	905 95	69 15	12 61	0 83	132 00	5 00	10 00
†Masouche .....	272 43	2	27 00	0 13	.....	.....	81 00	0 08	0 32	130 00	.....	10 00
Massawippi .....	242 05	372	4,494 77	25 15	38	457 24	90 74	12 82	0 86	114 00	.....	10 00
Masson .....	492 55	408	7,333 17	35 48	131	3,204 46	170 56	21 63	2 30	210 00	.....	20 00
Matane .....	1,127 80	520	14,506 85	62 12	196	5,913 78	294 70	45 96	11 22	418 50	120 00	40 00
Matapédia .....	652 43	582	9,506 52	48 13	79	1,798 87	100 21	27 45	6 96	316 00	38 00	25 00
Melbourne .....	453 91	489	4,028 87	27 24	138	2,116 60	64 41	13 73	1 08	220 00	144 00	20 00
Metabetchouan .....	938 86	340	8,322 52	35 56	55	1,826 58	145 21	24 43	1 74	365 00	5 00	40 00
Methot's Mills.....	157 17	48	2,103 42	7 60	13	187 68	9 55	5 92	1 09	100 00	.....	5 00
Mill End .....	940 50	97	1,710 42	8 14	119	2,236 44	269 30	5 72	1 12	200 00	.....	.....
8 Milles Isles .....	73 97	65	755 91	4 79	3	6 56	25 21	2 08	0 30	31 00	.....	.....
4 Mistassini .....	132 38	5	30 72	0 53	4	61 44	45 00	0 16	0 67	56 00	10 00	5 00
Monte Bello .....	730 64	585	16,859 98	69 51	141	3,564 65	172 25	57 79	4 46	320 00	16 00	35 00
Montmagny .....	1,806 46	1,131	18,808 97	99 11	797	19,997 99	1,435 74	60 35	9 41	+619 62	40 00	.....
Montmorency Village .....	652 43	169	2,556 97	12 95	89	1,338 33	112 55	7 71	1 11	270 00	.....	30 00
Montreal .....	*638,941 31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
*(Divided as follows):—												
Head Office .....	521,516 19	29,275	4,111,028 94	3,520 22	162,552	2,461,495 68	256,999 16	.....	h 132 74	7 75 00	.....	.....
bAmherst Street .....	2,288 00	.....	.....	.....	.....	.....	.....	.....	.....	60 00	.....	.....
bBleury Street .....	2,147 00	.....	.....	.....	.....	.....	.....	.....	.....	60 00	.....	.....
Boulevard St. Denis.....	158 69	50	681 98	3 93	7	28 10	12 30	1 89	0 70	60 00	.....	.....
Chaboillez Square .....	6,642 00	935	10,044 92	78 53	20	485 42	55 12	28 58	1 79	100 00	.....	.....
City Councillor St. .....	8,094 76	2,148	19,721 37	173 44	96	2,241 17	990 15	55 24	4 31	100 00	.....	.....
Côte St. Louis .....	45 00	.....	.....	.....	.....	.....	.....	.....	.....	25 00	12 00	.....
Drysdale .....	12,370 00	2,804	27,215 50	245 15	101	1,723 34	989 80	76 97	4 19	100 00	.....	.....
Fulham Street .....	1,360 00	1,384	16,292 30	129 61	16	147 02	189 54	44 95	2 04	100 00	.....	.....



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Hochelaga	3,514 21	2,139	24,643 80	181 46	289	5,174 82	271 45	72 47	2 16	2 00	684 62	.....
cMontreal Stn. B.	243 89	100	1,101 72	9 42	57	458 63	174 90	23 65	.....	0 41	60 00	.....
Mount Royal Ave.	1,900 00	759	8,318 11	53 84	57	436 06	0 50	41 07	9 14	0 56	100 00	165 64
Notre Dame St., W.	6,505 00	1,259	14,879 27	112 94	22	89 53	10 00	6 50	.....	3 33	100 00	.....
Ontario St., Centre.	729 00	213	2,343 80	14 25	6	37 00	75 15	17 27	.....	0 88	60 00	.....
Ontario St., East.	2,922 00	607	6,274 11	41 87	7	.....	.....	.....	.....	.....	60 00	.....
Parc Lafontaine.	449 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	60 00	.....
Parc Avenue	1,567 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	100 00	.....
Peel Street	5,178 00	1,235	12,347 64	109 30	12	127 27	17 80	34 10	8 24	1 11	100 00	.....
Point St. Charles	3,145 77	1,873	19,222 02	180 29	436	5,784 38	743 65	58 53	65 46	1 03	1,100 00	140 00
aPrince Arthur St.	2,490 00	264	2,575 26	20 73	8	123 05	89 45	7 40	.....	0 36	93 21	.....
Rachel Street.	1,860 00	517	5,666 65	34 25	62	551 00	68 85	16 68	.....	0 48	100 00	.....
Roy Street.	2,583 00	918	10,078 18	69 81	62	797 86	250 14	27 94	.....	1 02	100 00	.....
St. Catherine St., Cen.	20,251 85	7,115	74,172 28	664 64	402	6,880 30	3,477 25	207 44	79 27	11 53	800 00	.....
St. Catherine St., E.	470 28	345	3,625 69	34 24	1	4 00	301 39	9 97	.....	0 31	9 00	.....
St. Catherine St., W.	8,565 00	768	6,431 07	58 30	38	453 16	5 30	18 15	3 87	1 45	100 00	.....
St. Denis Street.	6,209 86	2,472	39,808 27	216 88	49	998 52	5 30	109 07	3 07	1 82	100 00	.....
St. Gabriel de Mont'al	1,955 88	422	5,708 07	36 26	36	702 09	18 25	16 75	.....	1 61	412 00	40 00
St. Jean Baptiste de	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mont'al.	2,457 88	854	9,671 72	70 71	67	1,000 89	286 10	28 24	.....	1 08	600 00	80 00
St. Lawrence St., Cen.	5,965 05	3,304	41,202 11	382 80	76	941 08	409 27	114 49	13 91	4 70	100 00	.....
St. Louis Square	916 00	229	2,488 96	15 83	12	158 71	.....	7 13	.....	0 09	100 00	.....
Villeneuve	210 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	80 00	5 00
Visitation Street	2,734 00	580	8,847 71	58 32	23	352 35	41 45	24 51	.....	2 42	100 00	.....
eWellington Street.	1,497 10	1,126	10,100 30	111 58	24	187 39	104 80	27 82	.....	0 47	55 21	.....
Murray Bay	1,947 25	540	12,648 79	58 05	265	5,701 92	698 74	35 85	0 08	8 59	394 00	100 00
Napierville	436 05	654	19,826 74	79 90	190	3,290 59	152 16	58 65	.....	2 36	210 00	3 00
aNewbois	141 80	92	1,208 70	6 91	4	111 00	19 00	3 38	.....	0 42	58 00	5 00
New Carlisle.	941 62	585	14,717 02	62 68	353	7,687 94	585 12	47 92	1 84	5 35	388 00	40 00
New Liverpool.	95 78	41	644 74	3 42	19	426 37	40 90	2 21	.....	1 14	74 00	5 00
New Richmond.	275 75	137	3,396 14	15 40	39	1,117 56	51 60	9 86	.....	1 59	124 00	14 00
Niolelet	1,751 74	857	13,211 72	70 51	658	13,459 65	1,774 76	49 17	5 26	6 57	624 00	120 00
Nominque	570 48	840	21,739 93	93 51	124	3,489 11	191 00	60 02	.....	1 23	145 00	35 00
fNormandin	312 16	195	4,715 05	20 48	44	3,454 78	46 06	12 95	.....	0 53	135 00	40 34
North Coatcook	462 70	237	1,709 01	13 11	27	153 89	47 75	4 98	.....	0 56	90 00	.....
North Ham	231 56	105	2,564 00	11 73	14	244 41	131 71	7 35	.....	3 51	110 00	3 00
North Hatley	1,759 69	1,096	11,694 53	70 83	218	3,181 78	202 83	37 92	.....	1 96	564 00	14 00
North Nation Mills	240 08	191	2,056 69	12 17	35	1,033 03	91 65	6 00	.....	1 39	114 00	4 00
North Wakefield	268 23	24	723 26	3 20	28	715 24	64 75	2 06	.....	1 37	110 00	25 00
Notre Dame de Grace.	457 30	19	308 19	1 63	34	425 97	36 26	0 73	.....	0 17	156 00	15 00
Notre Dame de la Salette.	257 40	110	4,655 34	17 33	36	568 24	13 00	12 97	5 17	1 55	105 00	32 00
Notre Dame de Lévis	1,568 16	728	7,501 30	45 62	178	2,663 80	459 04	22 98	.....	0 99	512 00	12 00
Notre Dame de Québec.	805 53	268	2,668 95	17 69	28	1,390 76	200 35	7 41	.....	2 18	330 00	35 00
Notre Dame de Stanb'dge	227 80	445	14,574 62	56 18	99	1,761 56	73 01	43 12	20 82	0 61	100 00	10 00
Notre Dame du Lac	647 09	818	17,329 98	80 34	45	1,310 27	136 89	47 86	.....	3 89	253 00	25 00
Notre Dame du Laus	233 86	199	6,118 76	25 19	15	297 61	12 40	16 81	.....	0 40	90 00	14 00

+ Accounting from June 1, 1904. a Accounting from January 1, 1904. b Non-accounting office. c Accounting from May 2, 1904. + Including box rent commission.

§ Closed, November 1, 1903. e Closed, February 1, 1904. f Accounting from September 1, 1903. (g) Salary, &amp;c., entered in Auditor General's report.

(h) Commission to non-accounting offices, &amp;c.



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ormstown.....	1,154 35	276	5,026 94	25 48	362	7,476 09	551 74	18 50	46 11	440 00	12 00	60 00
Papineauville.....	866 01	1,307	29,263 07	131 06	475	5,675 26	826 82	80 91	77 84	308 00	9 00	40 00
Paquette.....	226 65	79	1,995 34	8 51	52	1,092 02	1,017 63	7 42	.....	1 13	100 00	10 00
Paspébiac.....	839 32	312	10,176 80	45 75	432	16,604 12	1,047 40	37 88	.....	171 39	161 66	40 00
Paspébiac, West.....	223 38	169	1,718 72	10 98	14	123 80	11 60	4 98	.....	25 00	.....	.....
Percé.....	615 26	644	11,693 97	60 11	130	2,708 83	438 49	35 01	12 47	238 00	162 00	25 00
Phillipsburg, East.....	329 30	113	1,576 21	8 84	61	1,013 50	43 37	5 54	.....	144 00	.....	15 00
Pierreville.....	1,226 23	400	8,006 09	37 73	333	7,588 96	378 45	34 92	31 38	475 00	66 00	40 00
Plessisville.....	1,460 58	505	11,476 74	53 34	819	24,089 62	1,218 45	41 80	.....	560 00	55 00	100 00
Plessisville Station.....	331 52	30	555 70	2 63	36	1,301 00	152 90	1 68	.....	110 00	.....	10 00
Pointe au Pic.....	1,039 95	339	5,426 28	20 08	144	3,541 04	75 15	18 03	.....	524 00	5 00	40 00
Pointe au Trembles (Laval).....	260 70	88	1,494 11	7 98	62	1,214 44	145 40	4 94	.....	94 00	5 00	10 00
Pointe au Trembles (Portneuf).....	262 80	203	5,272 84	23 28	52	1,033 10	180 45	14 50	.....	90 00	16 00	10 00
Pointe Claire.....	313 30	229	3,161 73	17 88	126	6,640 64	45 80	9 15	.....	132 00	.....	10 00
Pointe Gatineau.....	402 86	138	2,681 80	12 62	43	776 60	512 58	7 41	.....	164 00	3 00	15 00
Point Fortune.....	319 21	193	3,756 05	17 41	67	1,462 19	65 90	10 45	.....	150 00	.....	10 00
Pont de Maskinongé.....	467 40	573	9,487 86	47 30	67	1,365 38	79 37	26 37	15 61	208 00	8 00	20 00
Pont Etchemin.....	430 15	232	4,277 81	21 53	31	605 21	68 37	11 76	.....	165 00	.....	15 00
Pont Rouge.....	493 33	155	3,651 13	16 25	161	4,645 80	250 06	11 34	.....	190 00	.....	20 00
Portage du Fort.....	500 13	449	5,521 94	30 46	92	1,540 96	380 05	15 35	10 30	280 00	3 00	25 00
Port Daniel, East.....	171 97	104	3,865 28	15 47	48	1,182 51	64 35	12 07	2 51	86 00	.....	5 00
Portneuf.....	517 94	680	10,259 94	51 30	207	5,201 75	135 57	30 02	.....	212 00	.....	20 00
Portneuf Station.....	309 06	199	2,274 45	13 56	40	754 15	33 45	6 62	.....	116 00	11 00	10 00
Price.....	309 00	274	3,761 94	20 55	31	496 34	65 50	10 37	.....	116 00	.....	10 00
†Proulxville.....	235 47	207	5,119 71	22 14	4	68 61	35 05	14 08	.....	84 00	.....	5 00
Quai des Eboulements.....	286 41	25	893 52	3 41	23	473 15	5 80	2 69	.....	128 00	.....	10 00
Quebec.....	*84,113 57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
* (Divided as follows):												
Head Office.....	63,821 24	7,735	101,356 12	712 51	25,533	573,571 91	58,434 26	.....	.....	.....	.....	.....
St. John Suburb.....	4,290 80	1,708	16,765 06	115 68	46	629 29	633 02	46 27	1 05	800 00	.....	400 00
St. Roch de Quebec.....	12,553 63	3,159	44,410 55	272 10	1,131	17,035 94	3,829 46	127 20	66 10	600 00	.....	700 00

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St. Sauveur de Qué.	3,447 90	896	18,272 39	89 03	379	6,134 25	1,085 70	53 35	16 67	7 00	620 00	300 00
Quyon.	1,038 39	852	19,828 80	88 57	270	3,992 53	695 96	56 54	28 65	5 58	425 00	46 00
Rapide de l'Original.	1,189 29	252	5,635 02	25 77	39	14,750 29	132 84	15 53	14 00	2 07	72 00	5 00
Richmond (East).	3,127 98	2,100	22,793 17	138 79	1,003	14,883 58	1,691 25	79 15	26 82	7 31	+1,187 77	276 00
Rigaud.	3,284 66	1,057	18,199 62	92 79	2,076	6,479 12	595 52	51 66	42 35	1 61	330 00	40 00
Rimouski.	2,134	2,342	37,031 97	187 76	2,062	26,382 84	6,932 48	112 66	41 44	14 12	+955 63	18 00
Ripon.	4,222 46	59	1,548 76	6 75	54	2,061 48	66 25	5 95	.....	1 23	177 00	20 00
River Beaudette.	382 97	213	4,183 27	20 21	.....	1,204 42	73 04	13 52	.....	1 75	177 00	20 00
aRiver Desert.	985 52	180	.....	.....	18	313 64	24 00	.....	.....	1 07	362 00	40 00
Rivière à Pierre.	208 56	180	5,477 11	22 23	25	540 12	28 16	15 73	.....	2 23	102 00	10 00
Rivière Bois Clair.	180 50	289	9,241 74	37 73	15	523 64	42 70	25 92	4 57	2 39	80 00	.....
Rivière du Loup (en bas)	2,729 03	1,510	19,104 63	109 51	988	19,798 31	2,104 54	57 76	39 40	6 90	+923 61	5 00
Rivière du Loup Station.	2,109 54	911	16,307 62	83 93	358	6,232 34	1,197 35	48 25	17 92	7 33	703 42	100 00
Rivière Ouelle.	307 86	232	3,885 96	18 36	139	1,932 12	2 00	0 52	.....	0 31	162 00	15 00
aRivière Trois Pistoles.	245 57	10	188 58	1 05	.....	.....	.....	14 40	.....	0 49	106 00	10 00
Robertson's Station.	280 99	197	5,134 24	21 74	41	839 05	88 36	14 93	.....	2 48	125 00	10 00
Roberval.	1,869 92	486	8,651 36	42 58	312	9,341 04	750 76	28 95	.....	3 82	558 00	60 00
Rockburn.	696 15	482	4,328 11	28 97	105	1,703 98	174 37	12 69	.....	1 21	284 00	18 00
Rock Island.	236 20	222	3,934 45	18 05	37	941 65	12 53	11 86	.....	0 12	120 00	10 00
Rockton Falls.	2,451 37	832	9,548 65	58 76	901	14,439 12	1,574 98	27 90	.....	3 06	770 00	100 00
Roxton Pond.	793 05	707	16,000 49	72 62	271	5,621 78	242 11	52 95	4 49	4 75	610 00	40 00
St. Adèle.	295 83	416	7,972 30	37 90	68	1,363 13	133 41	23 62	.....	2 58	130 00	10 00
St. Agapit.	655 50	500	9,257 21	43 86	187	5,272 81	421 79	25 69	.....	2 08	238 00	25 00
St. Agathe de Lotbinière	244 23	86	734 92	4 80	6	106 12	115 05	2 06	.....	1 07	70 00	5 00
St. Agathe des Monts	315 22	118	4,827 43	18 20	47	1,477 07	86 55	15 09	.....	1 53	234 00	25 00
St. Aimé.	1,826 71	1,410	26,568 84	128 62	446	10,293 02	475 33	76 01	15 83	4 75	610 00	80 00
St. Alban.	404 24	703	23,971 51	95 51	220	6,303 71	71 24	71 15	.....	3 66	200 00	20 00
St. Alexandre d'Iberville	435 79	363	10,884 91	45 56	111	3,203 28	128 15	30 44	.....	2 30	178 00	20 00
St. Alexandre de Kamouraska.	220 20	235	5,815 23	26 54	91	2,117 88	56 96	18 59	.....	0 46	126 00	10 00
St. Anaclet.	498 56	341	8,240 51	37 00	103	3,175 15	128 55	25 04	.....	4 41	212 00	20 00
St. Anastasie.	217 58	10	158 73	1 09	.....	.....	2 05	0 43	.....	0 28	88 00	5 00
St. André Avellin.	385 71	123	4,211 66	16 79	34	567 80	68 06	11 68	.....	2 68	190 00	15 00
St. André de Kamouraska	702 15	403	10,397 05	45 05	136	4,003 76	279 64	29 33	32 69	3 75	284 00	30 00
St. Andrews (East).	480 40	217	5,370 76	24 15	399	13,316 22	491 00	15 12	.....	5 37	182 00	20 00
St. Anne de Beauré.	740 19	1,211	15,854 70	85 81	225	3,989 45	235 35	47 17	109 48	2 80	360 00	40 00
St. Anne de Bellevue.	707 42	152	3,439 17	17 91	2,297	9,959 16	2,026 61	22 63	.....	7 19	316 00	35 00
St. Anne de la Pêrade.	763 38	412	6,970 33	37 05	113	2,168 14	104 60	20 51	.....	2 72	360 00	40 00
St. Anne de la Pocatière	1,044 15	857	10,942 77	60 25	605	15,192 19	866 47	34 72	10 27	3 80	400 00	40 00
St. Anne des Monts.	1,190 87	683	11,125 66	57 23	414	10,157 26	491 18	42 65	.....	3 95	490 00	40 00
St. Anne des Plaines.	272 48	222	7,318 34	29 71	56	3,411 20	47 28	22 16	.....	4 09	118 00	10 00
St. Anselme.	480 07	69	2,120 46	8 70	34	687 29	62 95	5 83	.....	0 20	206 00	20 00
St. Antoine (Lotbinière).	675 34	210	5,253 06	23 04	134	4,904 07	220 40	16 22	.....	2 66	277 00	30 00
St. Antoine, River Richelieu.	156 77	158	4,530 07	18 88	99	3,799 59	75 33	16 45	.....	1 71	70 00	5 00
St. Apollinaire.	370 53	331	8,512 02	36 55	66	1,638 61	24 74	25 00	21 71	3 18	155 00	15 00
St. Aubert.	252 70	8	504 17	1 75	33	1,310 51	29 05	2 13	.....	1 98	108 00	10 00
St. Basile.	308 26	60	1,137 89	5 01	66	1,783 62	103 71	5 74	.....	0 34	180 00	20 00

§ Accounting from August 1, 1903.

† Including box rent commission.

‡ Non-accounting from Oct. 1 to Nov. 1, 1903.

§ Accounting from June 1, 1904.

|| Salary, etc., entered in Auditor General's report.

c Accounting from Feb. 1, 1904.

\*\* Commission to



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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Augustin, Portneuf...	112 71	165	2,834 81	12 91	43	1,375 86	60 78	7 78	.....	1 05	52 00	.....	5 00
St. Barthélemi .....	538 49	889	16,997 71	77 85	167	4,448 13	177 97	48 83	17 60	0 51	206 00	3 00	20 00
†St. Bazile de Portneuf..	241 26	79	2,098 56	9 31	67	1,571 90	138 90	5 85	.....	1 80	78 00	.....	5 00
St. Benoît .....	269 06	92	1,769 07	8 89	64	1,212 88	72 30	5 07	.....	0 55	120 00	.....	10 00
*St. Benoît Labre .....	168 92	3	69 80	0 38	1	45 00	4 75	0 19	.....	0 40	70 00	.....	5 00
St. Bernard de Dorches-ter	275 89	119	4,202 68	18 12	64	3,926 28	71 17	14 39	.....	2 78	122 00	.....	10 00
St. Brigitte des Sauls ..	187 46	246	6,284 52	27 43	38	687 93	31 54	18 73	.....	1 85	100 00	.....	10 00
*St. Bruno, Lac St. Jean.	137 08	7	67 73	0 43	1	43 00	1 00	0 19	.....	0 52	70 00	.....	5 00
St. Camille .....	369 12	162	5,006 06	20 78	54	1,357 52	80 80	15 34	.....	1 61	156 00	.....	15 00
St. Casimir .....	1,000 28	327	10,348 10	41 44	279	8,177 77	358 98	34 40	20 00	4 33	420 00	50 00	40 00
St. Catherine .....	80 10	29	746 34	3 44	14	314 54	73 44	2 80	.....	0 45	40 00	.....	.....
St. Célestin .....	321 25	433	12,726 08	52 48	127	3,256 98	92 45	40 71	.....	3 81	150 00	.....	15 00
St. Césaire .....	927 65	1,056	10,878 04	65 99	642	9,133 21	389 83	45 35	4 87	1 14	354 00	3 00	40 00
* St. Charles de Caplin ..	340 35	10	237 72	1 28	3	69 31	2 50	0 75	.....	0 44	98 00	.....	10 00
St. Charles, River Boyer	461 18	287	7,091 88	30 75	182	3,124 39	514 64	21 29	.....	2 97	204 00	.....	20 00
St. Charles, River Richelieu	975 06	178	4,419 15	19 13	46	640 85	42 22	12 39	31 10	0 14	394 00	24 00	40 00
St. Chrysostôme .....	657 19	676	22,249 45	87 91	170	3,974 48	244 94	66 12	70 55	3 59	230 60	12 00	25 00
St. Claire .....	313 84	168	5,918 72	23 40	55	2,282 38	108 17	17 98	.....	2 79	150 00	5 00	15 00
St. Clément .....	229 98	187	4,701 18	19 88	65	1,962 21	38 65	13 16	.....	0 48	120 00	33 00	10 00
St. Clothilde .....	203 14	128	2,693 48	13 38	51	1,609 83	56 68	7 91	.....	3 04	110 00	.....	10 00
St. Constant .....	258 12	112	2,942 01	12 73	77	1,689 31	52 50	8 31	.....	3 14	110 00	.....	10 00
St. Croix .....	369 09	176	4,347 16	19 06	166	4,765 41	245 82	18 13	.....	3 66	188 00	.....	15 00
St. Cunégonde .....	1,144	1,144	12,786 34	100 80	224	2,940 18	183 73	36 69	.....	0 91	700 00	.....	120 00
St. Cuthbert .....	296 42	519	11,205 89	51 60	89	1,724 43	124 99	33 26	26 61	0 85	122 00	5 50	10 00
St. Cyrille de l'Islet .....	327 67	74	1,193 51	5 75	32	1,001 19	27 15	3 97	.....	1 06	124 00	.....	10 00
St. Cyrille de Wendover ..	829 62	579	15,177 87	65 68	139	3,276 73	162 08	44 96	.....	4 01	348 00	9 00	35 00
St. Damien de Buckland ..	217 69	146	4,193 26	17 97	32	3,601 15	135 25	11 77	.....	2 08	96 00	.....	10 00
St. David d'Yamaska .....	361 90	327	5,491 86	26 13	144	4,674 15	40 75	19 85	.....	0 74	176 00	.....	15 00
St. Denis de la Boutellerie	227 28	137	2,664 14	12 46	16	251 80	65 78	7 55	.....	1 12	104 00	.....	10 00
St. Denis, River Richelieu	678 13	708	23,375 37	89 40	152	3,603 52	100 45	69 11	44 52	0 56	282 00	.....	30 00



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Ste. Elizabeth	212 76	154	4,810 01	19 99	79	2,686 61	42 39	15 92	1 44	96 00	10 00
St. Elol	239 74	162	4,276 54	17 61	23	732 75	35 08	12 48	1 91	130 00	10 00
St. Emélie de l'Énergie	191 46	98	3,652 71	14 56	2	39 42	10 00	10 05	0 28	74 00	5 00
St. Emélie de Lotbinière	281 41	130	3,892 38	15 67	47	1,091 30	67 20	11 18	1 69	138 00	15 00
St. Ephrem de Tring	438 30	230	4,121 96	19 11	82	1,972 56	160 76	13 62	4 74	192 00	20 00
St. Ephrem de Upton	775 34	526	8,730 08	42 88	166	2,850 19	200 50	28 58	1 67	330 00	35 00
St. Esprit	231 63	491	18,058 39	69 92	39	796 84	27 66	49 66	1 49	105 00	10 00
St. Eulalie	312 16	8	182 30	0 75	14	5,971 08	63 70	0 51	2 65	116 00	10 00
St. Eustache	490 83	540	10,174 48	48 91	217	1,500 68	51 85	30 18	1 15	240 00	8 33
St. Evariste de Forsyth	368 11	8	120 60	0 86	44	1,493 79	317 20	0 94	3 35	162 00	15 00
St. Fabien	425 16	269	7,668 64	32 14	90	1,258 24	36 00	21 91	4 35	210 00	20 00
St. Famille	79 43	46	1,422 13	5 96	11	3,313 41	47 15	3 91	0 61	32 00	...
St. Félicien	383 45	482	17,225 24	67 29	67	3,258 28	104 29	50 06	3 12	204 00	15 00
St. Félix de Valois	376 81	635	13,927 42	61 81	229	4,626 55	92 89	45 91	2 34	180 00	20 00
St. Ferdinand	795 78	224	3,806 10	20 99	91	2,243 35	269 81	14 11	4 02	360 00	40 00
St. Flavien	234 19	398	10,171 86	42 80	55	1,615 00	88 96	29 53	2 23	110 00	10 00
St. Flavie Station	880 52	886	18,464 30	86 13	179	3,280 71	538 74	53 46	7 93	411 00	40 00
St. Flore	485 24	325	7,137 29	32 67	63	1,569 28	104 29	20 75	3 38	226 00	25 00
St. François Beauce	451 92	190	3,000 29	15 92	195	4,272 98	149 95	12 63	2 35	208 00	20 00
St. François du Lac	571 46	267	7,024 87	29 57	150	4,003 02	187 51	22 21	0 90	214 00	20 00
St. François Montmagny	348 39	139	3,999 16	16 67	105	2,962 57	172 20	13 85	2 88	148 00	15 00
St. François North East	1,394 23	360	4,484 02	25 90	155	3,165 51	866 28	12 41	2 85	482 00	60 00
St. Frédéric	225 41	61	1,170 86	4 77	25	792 98	69 92	3 30	1 43	126 00	10 00
St. Gabriel de Brandon	876 87	729	15,046 16	69 88	281	6,232 14	188 13	49 23	2 89	354 00	40 00
St. Gabriel Station	135 11	197	4,006 88	17 92	10	201 58	20 60	11 01	0 24	50 00	5 00
St. Gédéon	370 87	30	1,297 18	4 75	45	680 81	107 76	3 58	1 55	158 00	15 00
St. Gédéon de Marlow	142 09	58	518 71	3 73	5	49 56	25 16	1 44	1 75	67 00	5 00
St. Geneviève de Batis-											
can											
St. George Beauce	619 41	499	11,381 12	49 49	382	7,880 46	431 71	33 15	4 06	295 00	30 00
St. Gertrude	520 13	163	3,389 54	15 62	94	2,422 14	116 74	11 25	2 15	224 00	25 00
St. George de Windsor	250	163	6,085 12	27 21	56	1,082 96	76 93	18 78	2 55	100 00	10 00
St. George (East)	911 15	394	9,404 87	41 40	109	2,307 41	368 25	26 64	2 86	390 00	40 00
St. Germain de Grantham	483 53	723	12,933 23	61 50	224	5,819 20	298 90	42 84	1 93	228 00	25 00
St. Germain de Kamou-											
raska											
St. Gertrude	215 89	...	5,173 44	...	27	901 47	22 25	1 48	0 89	102 00	10 00
St. Gervais	252 10	147	5,173 44	19 74	81	4,230 15	47 00	19 25	2 77	130 00	10 00
St. Grégoire	323 66	378	7,053 61	34 75	120	3,990 80	179 14	24 35	3 51	160 00	15 00
St. Guillaume d'Upton	424 37	482	13,378 13	55 14	111	3,306 10	223 93	38 65	2 56	186 00	20 00
St. Hélène de Kamou-	525 89	344	3,935 28	22 48	266	6,485 45	114 65	20 94	1 79	276 00	25 00
raska											
St. Hénédine	297 43	58	2,416 09	9 46	35	955 23	35 55	7 78	2 42	140 00	10 00
St. Henri de Lévis	274 55	60	1,816 18	7 59	61	1,607 60	297 04	5 88	2 36	132 00	10 00
St. Henri de Montréal	341 35	498	12,646 10	51 50	235	10,284 49	331 82	39 86	1 84	160 00	15 00
St. Henri Station	5,836 26	1,703	19,551 25	139 12	516	9,131 84	635 17	61 18	1 10	617 12	...
St. Hermas	512 66	96	1,697 17	7 08	847	9,095 38	4,694 50	9 65	5 53	242 00	25 00
St. Hilarion	295 95	1	31 55	0 15	...	...	11 50	...	0 41	105 00	10 00
St. Hilaire Station	374 24	573	14,270 57	60 46	117	2,808 06	52 17	40 79	0 72	162 00	15 00
St. Hilarton	113 09	54	1,243 89	5 50	30	887 15	21 18	3 99	0 38	48 00	5 00

\* Accounting from Sept. 1, 1903. † Accounting from March 1, 1904. \* Accounting from May 2, 1904. † Accounting from Feb. 1, 1904.  
 † Accounting from June 1, 1904. † Accounting from Dec. 1, 1903. † Accounting from June 1, 1904. † Accounting from Dec. 1, 1903. † Accounting from June 1, 1904.  
 † Accounting from June 1, 1904. † Accounting from Dec. 1, 1903. † Accounting from June 1, 1904. † Accounting from Dec. 1, 1903. † Accounting from June 1, 1904.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Quebec—Continued.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post-masters on M. O. business.	Compensation paid to Post-masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	% cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Honoré.....	319 28	44	1,250 31	4 95	38	1,207 01	34 56	3 80	1 13	136 00	.....	15 00
St. Hughes.....	417 57	179	6,439 05	24 68	102	2,421 92	77 45	20 86	1 70	182 00	.....	20 00
St. Hyacinthe.....	9,295 74	2,347	28,691 79	176 92	4,130	72,823 24	4,869 31	119 81	17 68	2,766 10	330 00	.....
St. Irénée.....	180 10	197	4,375 00	19 14	63	2,132 80	74 82	15 44	.....	80 00	5 00	5 00
St. Isidore, Dorchester.....	288 92	190	6,149 90	25 31	70	2,420 16	58 45	18 87	2 72	130 00	.....	10 00
St. Jacques.....	471 50	572	16,206 93	67 34	220	7,194 39	157 76	46 73	4 13	198 00	.....	20 00
St. Jean.....	7,466 66	1,848	23,000 31	136 44	1,916	26,007 40	2,800 83	77 55	8 58	2,255 87	10 00	.....
St. Jean de Matha.....	249 62	52	1,301 80	5 11	.....	.....	2 50	3 57	0 90	124 00	44 00	10 00
St. Jean des Chailions.....	555 50	858	19,445 40	85 68	203	6,462 36	169 50	64 76	2 34	261 00	36 00	25 00
St. Jean d'Orléans.....	241 47	165	3,263 09	15 73	32	1,127 92	126 05	9 12	0 77	104 00	.....	10 00
St. Jean Port Joli.....	633 02	397	9,810 40	43 66	234	5,312 05	262 63	31 97	5 41	284 00	.....	30 00
St. Jérôme.....	2,990 07	1,181	13,319 92	78 35	1,954	44,593 16	2,063 94	41 38	7 87	2,904 60	38 00	.....
St. Joseph d'Alma.....	332 28	16	738 64	2 80	31	1,168 41	40 69	2 40	2 32	155 00	22 00	15 00
St. Joseph de Beauce.....	1,224 01	62	6,968 05	41 27	317	7,892 41	706 15	21 76	3 81	448 00	2 00	40 00
St. Jovite.....	672 04	583	17,804 10	73 47	204	5,103 24	191 63	49 53	6 10	276 00	.....	25 00
St. Julie.....	207 88	411	11,150 07	46 87	151	4,390 02	139 92	33 20	1 63	94 00	.....	10 00
St. Justine.....	206 85	184	6,048 20	23 87	120	2,169 24	185 14	19 04	2 26	190 00	.....	10 00
St. Laurent d'Orléans.....	145 17	58	1,368 25	6 39	30	855 60	126 25	3 95	1 48	60 00	.....	5 00
St. Laurent Montreal.....	974 15	247	3,231 16	18 43	372	7,358 82	209 00	19 67	0 25	377 00	.....	40 00
St. Lazare de Bellechasse.....	200 32	80	2,167 62	9 51	26	645 26	101 80	6 36	1 89	96 00	.....	10 00
St. Léonard d'Aston.....	446 63	133	5,230 74	19 90	77	2,611 18	167 17	17 44	3 69	190 00	.....	20 00
St. Louis de Gonzague.....	304 47	407	11,440 74	47 68	53	1,732 26	81 12	34 36	1 11	150 00	.....	10 00
St. Louise.....	323 05	17	448 18	2 28	26	479 71	45 64	1 39	0 76	110 00	.....	10 00
St. Luce Station.....	267 49	168	4,619 06	19 53	51	482 74	155 73	13 04	2 80	122 00	16 00	10 00
St. Ludger.....	286 28	283	6,896 03	30 86	24	509 85	77 17	20 33	3 41	82 00	.....	5 00
St. Magloire.....	199 54	174	4,413 55	19 85	28	737 80	55 33	13 00	1 56	105 00	5 00	.....
St. Marguerite de Dorchester.....	570 85	100	2,338 04	10 48	35	1,121 76	60 96	8 93	1 10	222 00	.....	25 00
St. Marie Beauce.....	1,554 05	98	1,792 67	9 41	559	16,114 96	1,474 80	7 83	4 05	585 00	22 00	80 00
St. Martin.....	146 25	23	659 27	2 92	6	351 09	107 24	1 82	0 74	60 00	.....	5 00
St. Martin.....	551 74	131	2,331 30	11 73	128	2,152 94	251 57	7 40	1 10	250 00	.....	25 00
St. Maurice.....	252 10	156	3,542 63	15 56	43	761 31	55 82	9 92	1 13	90 00	.....	5 00
St. Michel de Bellechasse.....	360 67	284	8,873 92	34 97	137	2,396 33	199 98	26 77	2 43	240 00	.....	25 00



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Sté. Monique de Nicolet.	300 71.	41.	1,306 77.	4 98.	54.	1,754 00.	210 95.	5 18.	1 01.	168 00.	7 00.	15 00.
St. Narcisse.	418 04.	157.	5,101 36.	21 01.	48.	1,002 10.	60 25.	14 52.	1 92.	186 00.	.....	20 00.
St. Norbert d'Arthabaska.	244 12.	54.	1,304 57.	5 61.	50.	2,463 18.	81 80.	9 56.	1 99.	120 00.	3 00.	10 00.
St. Octave.	373 32.	275.	6,022 02.	27 19.	107.	1,251 58.	176 20.	17 30.	1 01.	172 00.	.....	15 00.
St. Océan.	169 33.	14.	4,484 59.	1 95.	5.	23 32.	15 00.	1 33.	1 38.	92 00.	10 67.	10 00.
St. Ours.	615 13.	374.	7,770 79.	36 77.	133.	2,896 62.	82 62.	25 38.	0 75.	240 00.	12 00.	20 00.
St. Pacome.	559 00.	94.	2,208 85.	10 04.	57.	1,026 30.	55 85.	7 04.	1 24.	202 00.	.....	20 00.
St. Paschale.	896 16.	120.	5,311 06.	20 62.	4.	228 90.	65 35.	14 61.	2 39.	240 00.	.....	25 00.
St. Pascal.	596 54.	213.	6,163 54.	25 70.	191.	5,007 68.	217 81.	20 74.	3 19.	344 00.	9 00.	40 00.
St. Paul de Chester.	270 52.	144.	3,886 65.	16 02.	56.	1,198 39.	158 30.	12 30.	1 76.	160 00.	.....	15 00.
St. Paul du Buton.	160 34.	124.	4,836 70.	18 06.	12.	237 63.	19 55.	13 43.	1 23.	82 00.	.....	5 00.
St. Paul's Bay.	981 41.	588.	13,253 02.	59 92.	534.	17,473 71.	445 14.	52 59.	4 29.	472 00.	24 00.	40 00.
St. Philémon.	184 57.	103.	1,969 21.	9 49.	17.	366 63.	41 50.	7 71.	2 43.	66 00.	.....	5 00.
St. Philippe d'Argenteuil.	366 10.	464.	8,163 05.	39 11.	104.	2,510 28.	95 90.	22 64.	0 80.	150 00.	3 00.	15 00.
St. Philippe de Nory.	261 85.	432.	10,313 57.	46 27.	79.	2,315 56.	91 87.	31 93.	1 74.	112 00.	.....	10 00.
St. Philomène de Fort-terville.	204 30.	117.	3,998 40.	15 65.	9.	417 85.	19 31.	11 60.	0 96.	78 00.	.....	5 00.
St. Pie.	422 24.	837.	14,305 17.	66 60.	232.	5,155 11.	179 35.	46 81.	2 46.	187 00.	16 00.	20 00.
St. Pierre les Bequets.	573 10.	317.	8,859 82.	36 91.	124.	3,854 70.	127 35.	29 73.	1 59.	290 00.	125 00.	25 00.
St. Pierre, Montmagny.	232 70.	232.	4,675 63.	20 75.	102.	2,968 97.	96 58.	16 57.	0 13.	124 00.	28 00.	10 00.
St. Polcarpe.	362 77.	686.	12,630 74.	59 39.	113.	1,777 17.	124 45.	36 52.	0 65.	160 00.	25 00.	15 00.
St. Prime.	134 90.	222.	6,123 68.	27 39.	213.	870 92.	20 17.	37 31.	3 77.	102 00.	.....	5 00.
St. Prosper.	304 32.	276.	4,378 15.	22 65.	53.	1,027 63.	59 75.	12 45.	0 14.	175 00.	.....	15 00.
St. Prosper de Dorchester.	148 75.	28.	951 78.	3 74.	2.	35 00.	41 50.	2 70.	1 54.	65 00.	.....	5 00.
St. Raphael, East.	299 24.	199.	6,964 74.	27 59.	121.	2,629 60.	296 99.	22 54.	3 06.	140 00.	80 00.	10 00.
St. Raymond.	942 89.	828.	13,008 66.	68 67.	262.	7,088 27.	503 66.	39 37.	3 72.	416 00.	.....	40 00.
St. Reni.	805 84.	944.	20,428 50.	92 05.	287.	7,397 64.	387 38.	61 82.	1 84.	345 00.	20 00.	35 00.
St. Roch des Aulnaies.	210 96.	88.	2,023 92.	9 17.	61.	1,509 48.	121 70.	6 73.	1 36.	99 00.	.....	5 00.
St. Roch l'Achigan.	247 02.	224.	5,204 19.	22 60.	34.	545 87.	120 40.	14 30.	1 54.	106 00.	.....	10 00.
St. Ronald d'Etchemin.	716 87.	652.	8,884 87.	47 36.	258.	4,988 27.	384 20.	26 58.	0 77.	312 00.	28 00.	35 00.
St. Rosaire.	145 49.	280.	5,288 22.	24 56.	19.	718 88.	74 92.	14 71.	1 34.	70 00.	.....	5 00.
St. Rose.	537 40.	282.	4,876 55.	24 52.	98.	2,853 93.	140 70.	13 69.	0 75.	172 00.	3 00.	15 00.
St. Rose du Dégele.	371 80.	65.	1,171 89.	5 53.	17.	351 60.	43 80.	3 23.	1 21.	120 00.	.....	10 00.
St. Samuel de Gayhurst.	299 99.	90.	2,488 78.	10 26.	15.	177 10.	163 52.	6 91.	3 09.	164 00.	2 33.	15 00.
St. Sauveur des Montagnes.	216 21.	146.	3,850 70.	16 34.	51.	1,234 49.	78 48.	10 97.	0 21.	90 00.	.....	5 00.
St. Scholastique.	835 47.	801.	12,994 03.	65 16.	308.	8,136 12.	507 28.	39 18.	1 17.	348 00.	88 00.	40 00.
St. Sébastien de Beauce.	432 71.	3.	137 24.	0 65.	32.	748 32.	108 01.	0 57.	2 12.	170 00.	.....	15 00.
St. Simon de Rimouski.	205 92.	133.	3,004 90.	12 75.	48.	1,261 99.	63 63.	8 92.	1 58.	120 00.	.....	10 00.
St. Simon de Yamaska.	238 90.	208.	6,085 28.	24 87.	12.	159 55.	112 49.	16 71.	2 26.	100 00.	.....	10 00.
St. Sophie de Lévis.	354 06.	96.	3,189 93.	12 16.	50.	1,318 36.	65 20.	10 92.	1 15.	130 00.	.....	10 00.
St. Stanislas de Champlain.	501 48.	743.	18,098 70.	76 74.	91.	2,593 18.	116 15.	50 53.	1 43.	216 00.	.....	20 00.
St. Stanislas de Kotska.	600 70.	173.	4,037 50.	17 75.	28.	395 55.	30 93.	11 20.	.....	260 00.	8 00.	25 00.
St. Sylvere.	146 18.	89.	4,021 19.	14 57.	7.	129 50.	44 55.	11 05.	2 07.	88 00.	.....	10 00.
St. Sylvester East.	274 38.	353.	9,172 14.	39 68.	112.	3,180 48.	27 95.	30 16.	1 53.	140 00.	.....	15 00.
St. Thède.	405 60.	607.	13,243 67.	59 91.	65.	1,309 19.	123 78.	36 95.	3 57.	152 00.	16 00.	15 00.

§ Accounting from Sept. 1, 1903.

‡ Accounting from Dec. 1, 1903.

† Accounting from March 1, 1904.

\* Non-accounting from January 1, 1904.

a Including box rent commission.

|| Accounting from Aug. 1, 1903.



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APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Quebec—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compen- sation paid to Post-masters on M.O. business.	Compen- sation paid to Post-masters on S.B. business.	Compen- sation paid to Post-masters on P.N. business.	Salary.	Forward Allow- ance.	Allow- ance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Therese de Blainville	1,107 51	893	13,314 63	71 76	346	8,311 43	386 30	39 78	49 09	1 79	436 00	40 00	40 00
St. Titre	329 91	1,253	40,308 02	163 63	159	3,551 60	219 85	114 13	.....	7 66	340 00	40 00	40 00
St. Ubalde	322 81	464	14,503 79	58 31	32	3,057 42	46 56	40 58	.....	5 31	168 00	1 75	15 00
St. Urbain de Charlevoix.	157 61	97	2,189 16	9 86	20	570 99	20 15	6 21	.....	0 47	92 00	.....	10 00
St. Vallier	190 07	281	5,887 60	24 81	188	2,995 78	753 43	17 38	.....	0 87	82 00	.....	5 00
St. Victor de Tring.	593 32	247	3,774 90	19 30	72	1,904 45	59 70	11 17	.....	1 48	228 00	11 00	25 00
St. Vincent de Paul	434 76	286	3,095 62	21 33	136	1,839 84	52 95	9 35	.....	0 55	233 00	.....	25 00
St. Wenceslas	300 22	135	6,061 40	21 38	22	443 62	77 05	16 81	.....	2 55	190 00	.....	15 00
*St. Zacharie	304 57	14	640 86	2 57	5	206 47	46 80	1 75	.....	1 00	88 00	2 00	15 00
*St. Zephrin	275 00	226	4,853 39	21 30	29	1,007 24	104 85	14 20	.....	0 71	128 00	7 00	10 00
Sandy Bay	402 37	261	6,888 26	29 62	97	2,899 40	224 90	23 39	21 71	4 56	196 00	.....	20 00
Sans Bruit	1,071 09	46	823 01	3 85	1	15 00	7 00	2 29	.....	0 50	326 00	.....	35 00
Sault au Recollet	469 87	130	1,787 22	10 45	87	1,608 34	74 63	7 40	.....	0 73	172 00	3 00	15 00
Sawyerville	807 97	620	7,675 69	40 46	143	2,011 13	178 49	23 74	15 64	7 14	354 00	11 00	40 00
Sayabec Station	430 81	48	880 86	5 42	29	831 34	35 25	3 29	.....	0 57	195 00	24 00	20 00
Scotstown	845 95	767	10,320 95	57 76	179	3,740 51	191 00	34 08	14 56	2 44	360 00	66 00	40 00
Scott Junction	335 05	109	1,577 79	8 41	42	1,391 95	154 50	4 36	.....	1 22	132 00	55 00	10 00
Shawenigan Falls	1,849 55	890	17,487 90	85 16	447	10,726 73	482 06	52 30	.....	5 66	660 00	.....	80 00
Shawville	1,550 64	973	12,586 35	68 48	424	9,564 29	835 73	38 41	14 46	3 55	514 00	33 00	60 00
Sherbrooke	20,899 66	1,450	18,525 32	122 83	6,358	103,220 43	12,369 41	.....	.....	.....	1,045 67	240 00	.....
Sorel	3,339 33	1,916	23,720 24	156 04	1,185	2,829 28	1,312 76	97 39	9 04	11 19	286 00	12 00	30 00
South Durham	743 49	585	12,086 28	55 07	109	2,829 28	1,312 76	34 65	29 62	2 17	286 00	240 00	35 00
South Quebec	782 57	76	1,391 83	7 07	28	1,897 34	83 00	17 71	.....	0 83	330 00	.....	20 00
Stanbridge East	461 36	564	5,439 11	35 14	134	1,897 34	83 00	17 71	.....	1 73	236 00	.....	20 00
Stanford	884 15	589	9,546 79	49 31	236	6,562 96	277 73	31 45	5 01	6 33	430 00	72 00	40 00
Stanstead	1,134 71	769	6,841 65	46 39	275	3,928 43	466 36	23 69	1 68	1 27	420 00	100 00	40 00
Stonefield	108 09	135	1,630 64	9 17	40	531 32	48 20	4 66	.....	0 88	90 00	4 00	5 00
Sutton	1,572 33	915	9,308 17	56 78	240	3,435 59	297 40	30 36	9 87	3 53	530 00	4 83	60 00
Sutton Junction	416 84	133	904 67	6 47	23	350 61	69 73	2 79	.....	0 59	190 00	.....	20 00
Sweetsburg	638 37	408	5,799 51	31 67	195	2,379 12	269 96	17 52	0 10	2 91	276 00	.....	30 00
Tadoussac	964 93	610	23,093 82	87 46	71	2,092 08	245 50	65 22	.....	5 87	300 00	70 00	30 00
Terrebonne	1,988 99	448	8,674 32	42 23	178	3,635 50	287 70	25 38	21 48	1 83	600 00	10 00	80 00
+Tessierville	239 62	293	10,463 54	40 39	8	472 05	134 37	28 79	.....	1 97	120 00	3 00	10 00

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Thetford Mines.....	2,402 85	850	11,983 31	63 63	378	7,648 90	719 88	37 12	9 56	796 00	8 00	100 00
Three Rivers.....	8,510 99	1,272	17,730 43	105 74	3,420	73,687 14	5,280 36	33 13	1 75	2,937 96	54 00	40 00
Thurso.....	6,40 06	887	11,870 89	66 33	162	3,216 23	204 90	45 34	2 25	310 00	10 00	10 00
Tingwick.....	254 76	372	9,489 54	39 76	96	2,370 24	111 72	29 05	2 25	120 00	12 00	5 00
† Tremblay.....	308 52	45	914 97	4 35	1	21 00	92 00	2 50	1 24	86 00	30 00	20 00
Trois Pistoles.....	1,336 67	811	15,816 92	74 54	207	4,394 21	372 32	46 85	3 55	466 00	40 00	15 00
Uxvorton.....	4,395 01	142	2,898 66	13 90	86	1,323 25	119 01	8 78	12 84	1,386 00	40 00	20 00
Valleyfield.....	2,328	2,328	28,907 87	199 66	1,343	21,638 24	1,696 23	98 96	0 78	1,882 00	15 00	15 00
Varannes.....	442 20	419	8,620 77	40 54	119	1,979 47	177 45	24 40	0 66	160 00	12 00	15 00
Vaudreuil.....	355 16	266	4,116 20	22 21	131	1,691 65	121 08	11 51	1 10	140 00	12 00	15 00
Vercheres.....	314 13	84	2,392 56	10 39	132	2,697 31	76 85	6 90	1 84	60 00	80 00	10 00
Victoria Avenue (West- mount).....	1,169 00	149	1,155 06	11 18	3	108 50	49 35	3 46	7 34	110 00	10 00	15 00
Victoriaville.....	3,018 54	1,119	18,585 75	93 01	1,034	26,681 49	1,924 71	63 68	0 55	320 00	56 00	30 00
Village des Aulnaies.....	245 64	36	1,381 94	5 82	38	692 41	131 07	3 84	1 42	344 00	80 00	40 00
Village Richelieu.....	265 12	210	6,470 85	30 70	23	408 65	22 39	18 10	7 70	846 00	7 00	120 00
Ville Marie.....	627 06	878	24,866 70	104 99	259	16,741 86	221 90	74 01	4 61	448 00	22 00	25 00
Wakefield.....	622 94	248	6,802 28	29 76	104	2,731 24	230 99	19 87	3 82	120 00	3 00	10 00
Warwick.....	847 48	587	10,586 38	49 81	307	7,112 48	762 45	34 04	3 93	272 00	30 00	35 00
Waterloo (East).....	2,713 34	1,149	9,530 64	64 75	1,144	19,387 59	1,892 14	42 66	3 51	344 00	80 00	40 00
Waterville.....	1,386 82	893	10,650 83	63 57	244	3,528 67	389 23	32 85	7 70	846 00	7 00	120 00
Weedon Station.....	616 02	225	4,372 88	21 60	114	2,852 19	291 25	16 89	6 23	252 00	22 00	25 00
West Brome.....	255 34	257	2,977 39	16 50	52	355 77	116 86	8 51	3 21	100 00	5 00	10 00
West Broughton.....	256 61	44	1,345 24	5 31	30	930 27	84 20	3 84	3 82	120 00	3 00	10 00
Westmount.....	5,635 49	1,939	15,206 28	137 18	608	9,478 19	1,806 30	51 16	3 92	360 00	10 00	10 00
Wickham West.....	297 99	344	5,626 64	26 22	58	1,127 53	54 50	15 89	3 03	136 00	14 00	100 00
Windsor Mills.....	2,181 60	905	16,375 19	81 79	495	7,584 29	638 06	56 08	17 05	764 00	14 00	100 00
Woburn.....	105 24	77	1,714 46	8 34	5	48 50	50 70	4 78	1 54	28 00	5 00	10 00
Wolfstown.....	272 72	108	4,141 60	15 47	29	706 75	63 90	11 62	2 48	130 00	18 00	25 00
Wotton.....	469 38	653	8,354 83	46 12	150	3,918 23	122 64	26 21	0 70	250 00	76 00	40 00
Xamachiche.....	927 08	520	8,651 50	43 43	221	5,749 19	161 47	27 78	2 89	358 00	2,077 55	2,659 42
Non-Accounting Post Offices.....	122,634 87									61,688 62		
Less—Value of Postage stamps affixed to Postal Notes.....	1,472 00											
Totals.....	1,241,290 20	297,202	4,997,871 39	27,634 29	298,413	5,229,152 09	498,288 42	13,687 89	1,743 04	208,923 47	11,097 51	16,067 72

\* Accounting from February 1, 1904.  
† Accounting from November 1, 1903.  
a Including box rent commission.  
b Salary, etc., entered in Auditor General's report.



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## APPENDIX C—Continued.

## PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P.N. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.	\$	cts.			
Advocate Harbour...	666	97	975	14,402	37	75 48	249	5,400	18	56 10	48 51	5 58	0 79	312	00	18 00	35 00		
Amherst.	13,365	16	3,538	40,792	49	252 17	4,748	81,558	53	4,866	34	132 82	20 20	* 3,358	10	126 00			
Annapolis Royal.	2,651	65	2,207	19,240	70	129 74	918	14,597	62	530	63	68 56	22 86	6	843	14			
Antigonish.	3,702	01	1,349	18,151	50	102 26	2,754	66,347	08	1,659	84	19 23	13 09	1,129	88	300 00			
Arichat.	922	00	1,330	21,065	49	104 72	1,009	22,951	10	333	25		1 40	* 439	58	48 00			
Ashby.	209	86		963	60	5 94	3	221	68					11	45				
Athol.	215	48	121	2,030	25	10 11	36	660	38	27	09	6 64		0 70	85	00	5 00		
Auburn.	351	39	445	5,224	83	29 49	62	994	07	24	67	15 87		1 00	144	00	15 00		
Avonport Station.	188	99	152	1,697	36	9 21	79	1,331	72	18	75	7 48		0 54	80	00	5 00		
Aylesford.	796	75	1,076	13,041	59	73 96	538	5,736	16	189	23	43 64	27 16	2 48	318	00	35 00		
Baddeck.	1,215	67	744	8,128	82	48 31	598	9,242	56	299	68	35 39	14 16	2 33	* 494	74	130 00		
Bailey's Brook.	158	85	18	225	12	1 36	21	493	55	41	05	0 97		1 70	66	00	5 00		
Barrington.	556	42	721	9,051	18	51 20	411	9,850	96	141	18	42 47		1 70	310	00	25 00		
Barrington Passage.	541	12	419	5,595	27	31 24	200	4,733	13	124	10	17 21		1 52	274	00	25 00		
Barronsfield.	113	16	74	1,020	81	6 05	15	133	38			3 00		0 34	72	00	5 00		
Bass River.	563	63	632	7,774	10	44 04	150	3,917	44	137	93	18 80		1 93	210	00	20 00		
Bayfield.	107	21	116	1,895	90	10 34	103	2,176	12	78	63	7 95		1 56	60	00	5 00		
Bear River.	1,432	09	1,699	17,129	48	102 74	590	9,838	95	266	33	62 21		1 40	516	00	60 00		
Bedford.	511	71	226	1,790	35	13 81	89	1,310	16	42	05	6 38		0 17	220	00	20 00		
Berwick.	1,892	95	1,479	18,547	83	101 85	898	14,651	93	596	66	9 91		4 53	605	00	20 00		
Bill Town.	503	08	207	2,297	49	13 38	88	657	61	33	55	7 02		0 26	224	00	85 00		
Boylston.	235	15	164	3,876	37	17 66	187	2,430	21	49	80	13 81		1 36	104	00	10 00		
Bridgetown.	386	06	789	13,825	71	74 84	45	669	14	28	00	38 74		0 42	150	00	15 00		
Bridgport.	2,743	51	1,733	19,255	51	122 98	1,246	19,110	99	853	50	66 67	4 88	4 26	825	00	120 00		
Bridgewater.	302	66	284	3,728	61	19 83	133	2,531	85	42	80	14 16		0 85	130	00	10 00		
Bridgewater.	4,054	15	3,993	59,040	38	316 57	1,219	24,016	90	693	76	184 72	34 51	3 30	1,136	00	140 00		
Broad Cove Chapel.	42	28	39	390	59	2 30	22	531	29	13	15	1 66		0 11	25	00			



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Brookfield (Colchester).....	402 82	370	4,275 36	24 90	131	3,116 57	59 34	13 62	198 00	114 00	20 00
Brooklyn (Queen's).....	249 78	312	4,626 61	23 63	146	3,143 66	1 55	19 94	86 00		5 60
Caledonia.....	495 75	710	12,009 58	61 50	315	5,965 56	86 68	41 70	270 00	122 00	20 00
Caledonia Mines.....	595 01	1,143	16,561 40	114 60	40	1,076 70	11 05	48 02	206 00		20 00
Cambridge Station.....	367 37	2,349	3,134 92	16 83	101	1,407 40	44 84	9 98	170 00	50 00	15 00
Canning.....	1,360 92	2,393	31,344 92	170 80	540	10,870 33	383 59	97 18	470 00	38 00	60 00
Canoe.....	1,487 89	2,583	29,733 28	183 87	295	4,558 74	235 15	84 20	620 00		80 00
Cape North.....	133 34	155	4,089 06	16 35	35	725 41	46 15	12 16	386 66	13 00	5 00
Centre Burlington.....	224 51	293	3,875 69	21 32	123	2,254 96	33 20	13 38	92 00		10 00
Chester.....	1,309 23	1,627	37,633 37	179 04	348	6,863 03	99 24	109 93	440 00	33 00	40 00
Chester Basin.....	702 44	707	15,420 65	84 77	81	1,507 94	24 83	43 05	236 00	22 00	25 00
Cheverie.....	288 57	265	5,712 99	25 32	111	5,715 54	145 90	16 82	142 00	12 00	15 00
Christmas Island.....	139 11	139	2,207 43	10 83	23	451 28	6 10	6 20	66 00		5 00
Church Point.....	980 88	332	9,236 12	41 31	182	3,323 61	66 28	29 15	120 00		
Clarence.....	105 08	119	1,891 22	9 54	28	430 31			40 00		
Clarke's Harbour.....	622 93	954	12,096 12	77 82	196	4,064 82	51 90	38 50	265 00	6 00	30 00
Clementsport.....	375 23	431	4,188 93	27 47	221	3,874 75	45 15	17 55	158 00	25 00	15 00
Clementsvale.....	223 37	123	1,517 32	8 50	55	707 27	19 45	5 65	86 00		5 00
Cleveland.....	248 97	94	1,434 14	7 90	59	954 75	1 07	4 73	134 00	38 00	10 00
Clyde River.....	163 66	199	3,512 03	16 41	59	1,657 75	16 20	11 28	92 00	28 00	5 00
Coldbrook Station.....	402 36	88	847 49	5 64	18	240 22	7 56	2 40	104 00		10 00
Dartmouth.....	4,519 27	1,183	13,308 56	84 37	1,079	18,784 72	592 56	53 58	1,060 27	12 00	
Delbert Station.....	235 18	182	2,635 44	13 91	26	228 30	31 29	7 57	90 00		10 00
Discombe.....	262 13	282	8,817 17	35 49	589	17,345 95	8 70	65 33	124 00	8 00	10 00
Digby.....	3,693 79	2,886	27,445 04	172 48	1,301	21,648 87	816 89	103 81	1,115 26	130 00	
Doctor's Cove.....	48 81	47	602 87	3 38	32	653 89		3 14	30 00		
Dutch Village.....	467 65	68	670 02	4 50	5	80 28	0 50	1 95	36 00		
East Bay.....	70 12	33	737 68	3 28	12	129 75	0 80	2 04	96 00		
Eastern Harbour.....	346 54	581	12,069 53	55 33	150	4,579 54	52 16	33 56	132 00	24 00	
East Pubnico.....	104 60	237	3,428 60	17 76	161	4,005 12	2 50	16 03	132 00	18 00	15 00
Elmsdale.....	289 24	281	4,051 31	21 82	105	2,080 63	59 63	13 13	64 00		5 00
Elmsdale.....	763 29	583	9,477 03	46 68	145	3,374 33	87 03	28 07	124 00		5 00
English Town.....	159 79	161	1,970 98	10 68	118	2,379 24	37 67	9 93	290 00	7 00	30 00
Eureka.....	396 77	580	7,092 87	44 16	100	1,525 27	97 33	20 51	90 00	50 00	10 00
Five Islands.....	280 99	284	4,137 98	22 07	151	3,033 09	64 25	16 16	220 00	23 00	20 00
Folly Village.....	338 63	223	2,898 35	16 48	90	1,195 69	132 50	8 93	132 00		10 00
Forest Hill.....	94 76	50	1,063 73	5 38	21	423 76	10 80	2 92	138 00		15 00
Freepoint.....	315 65	563	9,655 12	46 79	83	1,851 66	32 57	28 93	40 00		
Frizzleton.....	136 66	138	3,501 44	15 21	91	1,733 04	75 75	11 70	154 00		15 00
Gabarouse.....	112 42	203	4,348 08	19 96	81	2,405 87	8 95	13 85	54 00	5 00	5 00
Gaspeaux.....	481 44	181	1,724 15	12 02	191	1,526 08	26 10	6 24	66 00		5 00
Glace Bay.....	5,443 88	5,913	116,538 01	778 88	780	15,231 54	406 87	331 14	1,900 00	9 00	20 00
Glenwood.....	87 76	124	1,204 85	7 20	62	1,123 64	16 95	5 50	1,524 00	13 34	220 00
Goldboro.....	457 56	489	8,144 40	39 57	69	1,371 21	30 30	23 23	44 00	3 00	
Goldenville.....	324 82	280	6,025 71	27 60	32	1,122 08	23 60	18 47	186 00	5 00	15 00
Grand Etang.....	174 13	408	11,050 45	45 91	132	2,791 25	58 48	30 96	126 00		10 00
Grand Pre.....	344 92	397	4,976 71	28 80	86	1,469 22	25 30	14 97	74 00		5 00
Granville Centre.....	131 58	172	1,718 05	10 72	43	698 93	20 85	5 16	165 00	8 00	15 00
Granville Ferry.....	860 67	587	6,413 16	37 91	179	3,456 96	66 00	21 40	50 00		5 00

\* Including box rent commission.

+ Including \$10.66 arrears of night duty.

+ Accounting from March 1, 1904.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Nova Scotia—Continued.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Compensation paid to Postmasters on P.N. business.	Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.		
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.			\$	cts.		\$	cts.
Great Village.....	750	61	768	9,464	85	53	37	4,817	20	214	89	34	01	13	68	1	47	530	00	40	00
Greenwich.....	331	17	299	3,472	26	19	13	6,111	47	36	00	9	79			0	88	146	00	15	00
Guy'sboro'.....	1,022	94	1,547	24,818	96	125	18	12,273	36	344	27	78	34			3	09	6,458	17	239	75
Halifax.....	*85,769	04																			
* (Divided as follows) :-																					
Head Office.....	79,680	42	11,374	169,010	95	1,258	62	732,807	13	39,613	20					21	31				
Gottingen Street.....	4,591	62	2,677	23,482	30	240	05	619	56	256	26	64	95	5	09	3	57	123	33		
Morris Street.....	2,497	00	390	2,238	03	26	04	146	22	44	55	6	25	0	26	0	49	60	00		
Hantsport.....	1,102	63	2,137	31,213	14	165	46	13,120	60	311	77	108	81	10	13	2	20	450	00	14	00
Harbour au Bouche.....	265	01	701	17,542	59	76	13	6,972	85	105	80	62	03			1	48	110	00		
Hazel Hill.....	440	04	977	11,696	96	88	63	418	98	21	40	32	61			2	61	242	00	3	00
Hebron.....	521	93	531	5,421	59	32	55	5,198	68	180	32	18	67			9	80	238	00		
Hopewell.....	566	43	342	6,709	24	31	94	3,359	59	182	01	21	75	5	71	3	81	244	00	20	00
Hortonville.....	271	80	283	3,557	23	20	43	2,239	29	64	75	11	08			0	54	130	00		
Hubbard's Cove.....	593	02	720	18,779	95	110	17	3,257	72	10	65	55	94			1	39	224	00	46	00
Ingonish.....	64	02	108	2,265	86	10	03	24	488	22	30	6	90			0	49	76	00	42	00
Inverness.....	1,255	90	798	11,939	06	85	09	224	6,906	22	311	09	34	72		2	38	488	00	6	00
Iona.....	206	33	30	544	75	2	62	37	738	39	13	45	2	13		0	17	110	00	20	00
Isaac's Harbour.....	443	02	715	13,500	31	63	68	123	2,387	13	80	70	38	53	6	87	2	85	232	00	
Joggin Mines.....	802	31	1,502	18,754	93	104	38	103	1,556	79	81	80	52	85	7	56	0	44	348	00	
Kemptville.....	174	67	111	2,111	50	10	05	28	510	48	2	6	24			1	81	90	00	12	00
Kentville.....	5,003	50	3,502	44,983	46	255	99	2,012	26,578	29	1,225	69	141	36		4	72	61,496	85	200	00
Kingsport.....	257	24	358	3,881	84	23	89	68	1,115	21	20	90	12	09		0	96	110	00	4	00
Kingsport Station.....	727	34	696	8,949	12	49	11	235	4,001	00	132	43	27	50		2	16	280	00	66	00
Lawrencetown.....	1,026	78	841	8,161	95	51	09	448	6,302	00	249	71	26	03	0	02	2	03	407	00	11
Little Bras d'Or.....	157	86	180	2,112	97	11	79	47	795	38	27	85	6	99		0	76	109	00	20	00
Little Riv. Musquodoboit.....	314	03	166	3,827	30	16	78	52	1,351	58	57	40	11	15		0	63	110	00		
Liverpool.....	2,744	18	2,486	24,603	91	163	29	925	19,170	24	719	78	94	74	27	37	3	37	6923	74	146
Lochaber.....	459	09	305	19,501	63	63	19	82	2,151	03	56	85	55	91				222	00	40	00
Lockport.....	774	39	1,191	19,508	05	101	96	450	9,761	67	102	45	72	28	1	50	5	09	330	00	20
Londonderry.....	1,865	60	1,766	18,325	98	114	17	312	5,815	73	624	02	56	04			4	41	484	00	40
Louisburg.....	1,115	07	1,664	22,306	34	137	66	290	5,847	82	106	59	65	40			2	76	446	00	60
Lower Argyle.....	237	90	1,159	1,911	41	10	88	115	2,350	89	22	21	10	62			0	17	90	00	40



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Lower East Pubnico	23	41	254	4,261	71	20	55	187	4,241	33	15	75	22	61	...	0	84	100	00	8	00	10	00	
Lower L'Ardoise	167	30	197	3,500	67	17	31	170	5,552	33	20	65	14	80	...	0	69	77	00	3	00	5	00	
Lower Stewiacke	1,110	29	586	9,353	36	47	35	333	9,214	63	236	70	41	09	...	3	23	410	00	22	00	40	00	
Lower Wood Harbour	3,308	72	2,134	13,432	45	63	98	303	6,995	40	31	95	31	95	...	1	03	114	00	16	00	10	00	
Lumenburg	3,308	72	2,134	27,491	10	156	46	930	17,401	77	579	83	85	04	...	6	18	047	51	70	00	...		
Lyngate	203	20	181	2,724	82	12	57	56	865	30	11	43	9	00	...	0	59	90	00	...	5	00		
McGray	95	65	203	1,944	40	12	05	86	2,269	48	14	33	11	14	...	1	11	50	00	31	00	...		
Mabou	756	90	680	12,270	63	60	30	347	8,825	00	226	34	39	29	...	1	76	476	00	20	00	40	00	
Maccan	321	52	462	10,240	91	58	37	74	1,030	44	34	30	28	53	...	1	06	144	00	22	00	15	00	
Malhene Bay	1,919	1	1,919	25,413	90	137	17	600	12,809	33	350	46	80	57	...	0	73	522	00	54	00	60	00	
Main-a-Dien	100	93	376	8,292	99	36	66	49	705	45	0	60	23	00	...	0	21	72	00	8	00	...		
Maitland (Hants)	839	62	829	12,632	98	65	52	495	13,518	33	237	47	50	32	...	4	37	402	00	80	00	40	00	
Marble Mountain	422	55	717	14,283	81	82	99	21	476	85	39	31	39	23	...	0	81	166	00	5	00	15	00	
Margaree Harbour	276	53	302	7,259	93	32	54	247	6,430	47	123	30	32	35	...	0	99	156	00	82	00	10	00	
Margaretsville	227	62	193	2,471	56	14	05	161	3,080	32	51	06	33	13	...	0	82	110	00	8	75	10	00	
Merigomish	318	31	188	2,211	83	12	31	88	1,303	00	23	76	7	62	...	0	70	150	00	...	15	00		
Melvern Square	276	90	229	5,696	74	24	70	109	2,120	07	72	75	18	16	...	0	68	118	00	40	00	10	00	
Metachan	274	88	766	17,778	12	80	30	207	9,785	00	51	31	68	85	...	1	33	136	00	3	00	15	00	
Middle Musquodoboit	567	09	514	7,141	75	38	14	215	5,231	93	180	23	26	63	...	5	19	275	00	114	00	25	00	
Middle Stewiacke	146	33	139	2,766	10	12	51	76	2,182	84	20	15	11	90	...	0	31	65	00	3	00	5	00	
Middleton	2,611	35	2,153	5,895	79	145	05	1,884	37,457	03	1,503	85	86	78	...	9	59	746	00	250	00	100	00	
Milford Station	307	35	304	25,565	27	27	51	32	733	31	50	85	16	36	...	0	55	122	00	100	00	100	00	
Mill Village	460	69	586	9,374	92	46	77	60	961	74	61	55	26	79	...	0	77	164	00	68	00	15	00	
Milton	656	46	771	9,020	29	51	29	207	2,656	26	498	40	28	20	...	3	03	280	00	...	30	00	...	
Morden	80	48	49	1,498	80	6	14	27	2,667	77	2	00	4	48	...	0	71	25	00	...	...	...	...	
Moser's River	287	27	217	3,486	52	16	92	30	906	47	47	80	11	06	...	0	98	110	00	...	10	00	...	
Mount Uniacke	342	76	204	2,926	69	15	29	41	678	50	24	63	8	39	...	1	77	150	00	47	00	15	00	
Mulgrave	889	36	1,202	20,737	18	103	85	188	3,708	73	337	13	60	67	...	11	71	593	382	00	16	00	40	00
Murray	101	17	78	1,098	41	6	48	3	88	00	1	60	3	07	...	1	82	40	00	...	...	...	...	
Musquodoboit Harbour	358	80	344	4,816	86	24	97	105	2,342	19	99	75	13	90	...	1	46	150	00	68	00	15	00	
New Aberdeen	898	09	858	11,443	79	83	12	27	354	14	9	40	31	67	...	0	27	322	35	...	36	63	...	
New Campbellton	185	50	182	1,848	65	12	44	29	397	44	19	65	5	77	...	0	33	140	00	6	00	15	00	
New Germany	500	62	429	6,804	76	34	56	275	6,780	09	534	39	23	93	...	1	42	242	00	138	75	25	00	
New Glasgow	9,915	86	3,753	50,204	14	298	63	3,154	53,636	21	3,646	67	180	47	...	17	92	2,728	76	122	00	...		
Newport	649	08	490	7,543	19	38	72	260	5,511	04	177	30	28	83	...	0	54	298	00	224	00	30	00	
Newport Landing	149	31	251	4,499	53	20	32	189	3,294	91	5	00	19	11	...	0	53	72	00	...	5	00	...	
New Ross	440	00	721	12,714	18	62	92	78	2,144	55	24	10	36	24	...	0	76	182	00	8	00	15	00	
Nictaux Falls	177	04	186	2,159	50	11	93	102	1,603	09	17	75	7	76	...	0	76	86	00	1	25	5	00	
Noel	300	27	575	12,616	17	56	25	136	1,409	99	48	81	38	51	...	1	14	124	00	7	00	10	00	
North Brookfield	363	37	442	6,781	70	33	65	65	1,766	85	28	68	19	67	...	1	16	192	00	...	20	00	...	
North Lochaber	370	25	59	1,292	67	5	97	17	258	72	11	00	3	84	...	0	78	156	00	14	00	15	00	
Northport	206	40	250	4,931	05	25	47	81	2,058	54	43	60	14	68	...	2	16	95	00	...	10	00	...	
North Sydney	6,574	50	4,562	54,912	10	336	40	1,525	28,133	83	1,162	30	185	03	...	3	66	1,926	73	229	00	...		
Old Barns	127	93	179	2,986	29	11	62	26	394	84	34	66	6	01	...	0	13	130	00	16	00	5	00	
Old Bridgeport Mines	753	29	1,420	20,101	88	137	24	145	2,963	55	163	85	55	43	...	0	99	348	00	...	40	00	...	
Orangedale	149	46	126	2,121	09	10	89	74	2,117	13	24	95	8	05	...	0	65	100	00	9	00	5	00	
Oxford	2,963	75	1,732	20,864	73	120	15	781	13,160	19	830	67	66	19	...	7	93	726	00	22	00	100	00	
Paradise	357	68	329	4,364	82	23	93	1,073	18,988	95	1,197	91	13	68	...	2	33	130	00	10	00	10	00	
Parrsboro	3,357	93	1,996	26,063	92	141	56						86	18	...	4	21	1,090	00	44	00	140	00	

Commission to non-accounting offices, etc. Including box re commission  
a Salary, etc., entered in Auditor General's report.  
d Accounting from Oct. 1, 1903.

a Commission to non-accounting offices, etc. b Including box re commission c Salary, etc., entered in Auditor General's report. d Accounting from Oct. 1, 1903.



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APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Orders paid.	Compensation paid to Post-masters on M. O. business.		Compensation paid to Post-masters on S. B. business.		Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
							\$	cts.	\$	cts.			
Pictou.....	6,143 04	2,606	39,531 56	217 19	2,385	42,864 37	1,943 49	141 06	19 89	61,878 01	100 00	100 00	10 00
Point Tupper.....	192 61	303	6,187 66	29 82	37	572 75	26 35	17 64	1 98	100 00	22 00	22 00	10 00
Port George.....	385 32	339	7,380 05	36 65	303	1,549 69	75 21	22 90	3 38	172 00	35 00	35 00	15 00
Port Hastings.....	947 48	415	8,819 50	41 05	204	4,929 87	61 31	28 75	1 43	392 00	26 00	26 00	40 00
Port Hawkesbury.....	1,048 10	944	11,754 42	68 16	456	9,964 97	428 89	37 56	4 27	470 00	4 25	4 25	60 00
Port Hood.....	1,292 56	1,598	25,239 10	133 12	414	8,549 05	397 30	79 94	2 41	490 00	9 00	9 00	60 00
Port Hood Mines.....	272 55	232	3,866 23	20 48	12	94 39	2 90	10 83	0 31	90 00	.....	.....	10 00
Port Howe.....	75 56	87	939 90	5 79	33	685 87	44 30	3 88	0 40	40 00	.....	.....	.....
Port la Tour.....	160 26	192	3,485 42	17 09	130	3,437 18	16 35	16 86	1 04	80 00	.....	.....	5 00
Port Lorne.....	121 44	118	1,697 05	8 98	67	1,368 80	19 00	6 61	0 51	50 00	.....	.....	5 00
Port Maitland.....	618 87	560	7,031 65	38 85	204	5,056 12	57 73	29 51	2 98	256 00	.....	.....	25 00
Port Medway.....	281 88	311	2,680 22	18 81	137	2,894 80	80 70	13 22	0 67	130 00	.....	.....	10 00
Port Morien.....	885 49	775	12,956 68	70 14	119	1,819 76	22 90	37 84	1 66	352 00	11 00	11 00	40 00
Port Williams.....	486 83	480	4,331 16	29 68	208	3,978 38	104 23	14 36	1 01	206 00	14 00	14 00	20 00
Prospect.....	128 66	50	1,115 62	5 03	5	46 95	27 00	3 23	1 41	46 00	.....	.....	5 00
Puabuco Head.....	312 75	652	11,442 26	55 00	340	8,528 41	65 25	47 87	1 45	128 00	40 00	40 00	10 00
Pugwash.....	1,440 23	1,588	19,706 87	110 89	523	10,031 16	436 48	63 36	3 80	488 00	42 00	42 00	60 00
Reserve Mines.....	549 86	1,361	20,926 58	107 43	83	2,074 23	28 06	58 17	0 48	244 00	.....	.....	25 00
River Bourgeois.....	127 10	182	3,928 27	18 95	162	5,210 73	31 30	16 95	1 67	76 00	.....	.....	5 00
River Hebert, West Side	677 37	492	5,298 40	37 27	110	2,752 66	57 20	17 33	0 25	248 00	55 00	55 00	25 00
River John.....	731 59	982	16,728 83	84 01	356	6,790 38	204 92	52 76	3 59	316 00	28 00	28 00	35 00
Riverport.....	183 73	380	7,508 39	36 27	36	579 04	31 20	21 90	1 54	78 00	.....	.....	5 00
Round Hill.....	242 55	298	3,524 16	19 62	171	2,225 74	59 32	11 73	0 64	102 00	.....	.....	10 00
St. Andrews.....	123 39	108	1,309 60	7 69	81	2,590 16	22 20	6 49	0 70	70 00	18 00	18 00	5 00
St. Croix (Hants).....	240 47	132	2,272 99	10 93	55	521 75	57 99	6 39	2 72	120 00	.....	.....	10 00
St. Peter's.....	883 90	691	8,226 48	47 71	321	7,003 93	108 32	28 96	1 49	420 00	126 50	126 50	40 00
Salmon River (Digby).....	151 07	182	4,573 92	19 97	180	4,416 18	5 40	24 07	0 77	60 00	.....	.....	5 00
Sandy Cove.....	260 26	288	4,483 97	23 22	87	1,659 20	45 94	15 56	1 96	118 00	53 00	53 00	10 00
Scotch Village.....	540 88	41	672 80	3 57	9	111 50	11 30	1 95	0 60	60 00	3 33	3 33	5 00
Scottsboro Station.....	1,352 52	2,473	32,626 95	178 53	613	14,640 79	283 84	110 95	2 58	595 00	120 00	120 00	60 00
Shelburne.....	827 95	1,374	23,717 76	115 12	375	17,585 31	273 08	73 38	2 21	408 00	168 00	168 00	40 00
Shubbrook.....	1,370 76	1,158	19,043 36	95 95	562	14,216 68	360 31	62 67	3 39	496 00	320 00	320 00	60 00
Shubenacadie.....	216 38	248	2,992 77	16 59	53	785 71	41 11	9 50	1 60	90 00	.....	.....	5 00
Somerset.....	280 56	193	2,477 45	13 60	82	1,154 75	29 61	7 07	1 60	110 00	.....	.....	10 00
Southampton.....	370 99	545	12,744 29	54 57	70	1,329 83	32 00	85 33	0 65	144 00	36 00	36 00	15 00

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South Ohio.....	220 72	205	2,084 51	12 80	44	623 24	56 90	7 33	.....	0 39	75 00	20 00	5 00
Springfield.....	287 97	379	5,431 49	28 50	125	2,258 76	52 95	15 50	.....	1 53	106 00	30 00	10 00
Springhill.....	4,767 27	6,685	79,061 78	571 66	786	11,860 54	606 52	228 96	63 74	11 05	61,316 99	11 00	.....
Spring Hill Junction.....	115 21	83	1,023 15	5 49	15	130 36	34 00	3 04	.....	0 39	70 00	.....	5 00
Stellarton.....	2,221 20	2,657	32,229 60	199 14	615	11,298 00	361 64	99 82	14 83	5 59	658 08	32 00	80 00
Strathville.....	403 49	151	1,895 61	10 89	48	1,318 78	32 50	7 19	.....	0 16	170 00	32 00	15 00
Summersville.....	169 28	211	4,740 43	21 64	94	1,762 88	22 50	16 53	.....	1 24	75 00	.....	5 00
Sydney.....	18,257 55	11,145	171,835 33	1,089 29	4,002	67,241 86	3,102 33	520 58	142 94	13 47	64,874 48	650 83	.....
Sydney Mines.....	2,450 58	4,703	64,601 75	583 59	255	4,740 19	148 87	185 07	8 83	2 55	570 00	3 00	60 00
Tangier.....	363 00	217	4,398 55	19 67	39	1,352 63	88 90	13 23	.....	0 60	145 00	48 00	15 00
Taamagouche.....	987 96	1,281	18,875 77	103 83	757	15,031 72	497 28	65 76	15 89	3 34	364 00	68 00	40 00
Thorburn.....	437 92	337	4,772 56	25 89	52	634 21	36 53	14 03	3 15	0 57	195 00	20 00	20 00
Tidnish.....	107 87	133	2,337 25	11 92	27	191 41	39 65	6 60	.....	1 19	60 00	.....	5 00
Tiverton.....	312	312	6,458 78	30 41	37	419 35	25 54	17 94	1 58	2 15	102 00	.....	5 00
Trenton.....	1,331 98	988	10,556 91	65 73	139	1,910 93	72 23	32 53	.....	0 71	456 00	.....	40 00
Truro.....	14,621 04	4,882	52,372 13	331 72	6,808	111,629 28	7,511 36	186 23	76 40	15 31	8,829 97	77 92	.....
Tusket.....	388 94	617	10,742 76	52 69	511	12,102 27	61 20	60 39	.....	0 67	150 00	36 00	15 00
Tusket Wedge.....	230 13	188	2,076 57	11 86	50	1,148 53	43 40	8 27	.....	0 12	92 00	.....	10 00
Upper Musquodoboit.....	326 60	790	21,193 26	89 13	136	4,020 07	191 15	64 53	.....	2 43	140 00	28 00	10 00
Upper Stewiacke.....	688 76	352	7,320 68	34 24	224	6,560 87	164 12	30 10	10 03	1 30	250 00	40 00	25 00
Wallace.....	959 83	1,040	20,202 61	94 31	395	8,047 14	240 72	65 89	21 40	3 52	440 00	9 00	40 00
Walton.....	342 35	257	3,943 21	19 88	107	1,823 96	16 75	12 69	.....	2 27	134 00	26 00	10 00
Waterville.....	832 72	1,111	10,481 87	63 39	254	4,184 41	173 76	33 34	3 30	0 64	356 00	24 00	40 00
Waverley.....	269 63	159	1,062 46	9 96	49	720 54	56 95	5 29	.....	0 28	162 00	.....	15 00
Wentworth Station.....	360 00	5	162 14	0 65	35	561 20	28 47	0 59	.....	4 19	136 00	42 00	10 00
West Bay.....	312 68	153	2,480 24	12 54	108	1,771 86	46 60	9 25	.....	2 70	160 00	18 00	15 00
Westchester Station.....	364 49	150	1,241 45	8 41	81	1,382 99	108 70	4 41	.....	0 48	160 00	9 00	15 00
West Gore.....	213 88	343	4,975 81	26 86	53	1,178 62	30 95	14 22	.....	0 43	65 00	.....	5 00
Westport.....	530 02	731	12,474 12	62 71	101	1,883 47	64 74	36 15	8 67	2 55	242 00	.....	25 00
West River, Sheet Harbor.....	545 83	509	14,955 45	65 28	155	9,944 59	142 38	43 60	.....	6 51	320 00	165 00	25 00
Westville.....	2,671 74	2,915	32,385 29	219 23	656	9,948 42	499 15	99 08	25 52	0 76	758 00	20 00	100 00
Weymouth.....	351 20	314	3,552 04	20 49	273	4,364 84	170 61	17 56	.....	0 52	157 00	5 00	10 00
Weymouth Bridge.....	1,529 64	1,200	15,043 85	86 37	572	10,516 43	658 35	52 43	2 77	2 64	535 00	44 00	60 00
Whitehead.....	125 63	370	11,807 97	45 35	57	932 08	44 65	32 79	.....	3 66	60 00	25 67	5 00
Whitney Pier.....	1,453 25	2,823	41,794 20	248 07	147	2,778 18	47 85	117 39	5 18	0 59	576 00	89 00	25 00
Whycocomagh.....	507 21	289	4,419 45	22 76	220	5,911 13	159 46	19 13	.....	0 89	310 00	130 00	25 00
Wilmot.....	213 87	86	1,137 15	6 10	30	556 77	8 38	4 25	.....	0 30	100 00	.....	10 00
Windsor.....	5,770 53	3,215	36,881 85	225 63	2,108	38,507 90	2,076 08	127 71	39 41	8 77	1,806 94	36 00	.....
Wine Harbour.....	267 29	339	9,764 72	40 76	.....	1,192 52	7 55	28 44	.....	0 49	122 00	.....	10 00
Wolfville.....	4,337 58	3,059	29,368 90	186 62	1,841	36,676 41	1,814 81	103 95	3 95	7 67	1,282 00	180 00	.....
Yarmouth.....	11,961 50	5,853	69,209 21	407 38	5,800	100,703 74	4,093 10	275 79	83 81	14 15	3,451 83	696 00	.....
Non-accounting Post Offices.....	73,846 97	.....	.....	.....	.....	.....	.....	.....	.....	.....	50,053 46	1,847 59	998 00
Less—Value of Postage Stamps affixed to Postal Notes.....	406,448 27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	406,015 27	214,236	3,050,530 06	17,915 09	129,118	2,362,548 64	102,610 71	9,477 96	1,077 47	687 88	132,446 28	10,941 76	6,002 95

a Including commission on box rents.

b Including special salary.



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## APPENDIX C—Continued.

## PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M.O. business.		Compensation paid to Postmasters on S.B. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.			
	\$	cts.		\$	cts.			\$	cts.		\$	cts.	\$	cts.		\$	cts.		\$	cts.	
Albert.....	642	65	807	17,373	84	78	02	5,341	84	179	89	50	60	13	39	318	00	20	00	30	00
Alma.....	334	75	463	6,708	14	35	85	977	36	73	63	19	62	.....	.....	158	00	3	00	15	00
Anagance.....	140	60	281	7,494	88	30	92	804	23	25	10	21	50	.....	.....	56	00	12	00	5	00
Andover.....	849	23	852	10,127	41	60	60	3,222	09	351	26	32	63	31	56	350	00	5	00	35	00
Apohaqui.....	377	45	331	5,455	50	26	49	2,352	21	139	30	17	49	.....	.....	170	00	60	00	15	00
Baie Verte.....	260	56	216	2,188	85	13	39	1,117	39	43	80	6	75	.....	.....	120	00	3	00	10	00
Bass River.....	204	61	248	4,456	13	22	90	1,246	56	30	84	14	85	.....	.....	80	00	.....	.....	5	00
Bath.....	824	29	315	5,187	05	25	68	1,404	21	151	28	15	59	.....	.....	308	00	11	00	35	00
Bathurst.....	2,752	30	1,310	21,509	89	112	69	16,656	07	986	48	69	07	65	41	3,809	00	306	00	.....	.....
Bathurst Village.....	7,055	54	854	12,774	48	36	46	2,769	71	143	66	38	57	13	17	338	00	10	00	35	00
Bay du Vin.....	181	89	63	6,667	04	4	05	1,637	72	8	60	1	99	.....	.....	70	00	3	00	5	00
Bayfield.....	263	92	512	9,406	29	44	82	4,509	22	33	60	26	66	10	85	121	00	.....	.....	10	00
Benton.....	306	72	280	3,653	44	20	67	893	11	40	55	11	68	.....	.....	150	00	3	00	15	00
Blackville.....	510	54	502	6,757	97	38	30	2,069	54	169	71	20	22	1	00	208	00	14	00	20	00
Boiestown.....	1,092	14	260	5,129	42	23	93	865	31	118	71	14	57	.....	.....	380	00	14	00	40	00
Bristol.....	399	69	367	4,739	82	26	89	2,045	17	119	70	16	08	29	48	178	00	64	00	20	00
Buctouche.....	793	18	571	12,805	16	58	11	7,000	85	160	05	43	64	1	65	320	00	72	00	40	00
Burt's Corner.....	136	19	170	3,864	80	18	18	864	37	13	00	11	52	.....	.....	76	00	.....	.....	5	00
Butternut Ridge.....	401	69	403	5,427	00	29	48	3,286	20	136	58	17	67	.....	.....	182	00	26	00	20	00
Campbellton.....	4,836	60	3,551	49,194	73	272	50	18,633	09	2,061	29	143	50	.....	.....	1,330	00	3	00	180	00
Campo Bello.....	133	10	270	5,268	30	25	81	714	50	18	30	14	71	.....	.....	80	00	.....	.....	5	00
Canterbury Station.....	527	17	425	5,543	17	31	15	2,157	14	35	25	17	21	.....	.....	220	00	18	00	20	00
Cap Pelé.....	191	27	860	13,607	41	69	53	1,841	22	52	50	38	33	.....	.....	77	00	4	00	5	00
Carriquet.....	712	83	1,047	20,700	16	97	21	8,021	35	250	46	66	20	1	09	298	00	44	00	30	00
Centreville.....	728	74	600	9,389	04	48	20	2,748	29	234	77	29	61	7	36	338	00	31	00	40	00
Chatham.....	5,422	64	2,452	39,677	46	216	17	21,887	32	1,701	67	129	96	.....	.....	1,645	12	270	00	.....	.....
Chipman.....	673	79	410	8,742	21	38	76	5,720	66	248	55	27	00	1	79	270	00	52	50	30	00



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Clifton.....	102 93	108	2,317 38	10 42	39	1,017 45	43 07	8 43	.....	0 87	55 00	18 00	5 00
Cocagne.....	374 97	462	7,119 35	36 84	160	2,678 37	40 94	23 01	.....	1 80	114 00	12 00	10 00
Cody's.....	208 49	278	5,677 42	26 96	75	1,295 98	39 70	16 09	0 70	1 64	96 00	66 00	10 00
Coldstream.....	127 37	45	416 06	2 70	25	423 81	41 01	1 85	.....	1 66	60 00	30 00	5 00
Collina.....	121 11	97	1,379 29	6 96	32	477 84	22 75	4 70	.....	0 33	50 00	.....	5 00
Cross Creek.....	192 63	110	2,681 93	12 24	16	516 18	23 50	7 88	.....	0 51	84 00	11 00	5 00
Dalhousie.....	1,340 33	990	16,496 99	85 33	276	5,495 85	365 45	50 58	55 61	6 88	484 88	10 00	15 00
Debec.....	367 80	208	3,928 53	19 23	66	1,007 21	63 50	12 23	.....	2 42	150 00	24 00	25 00
Deaktown.....	641 66	441	11,900 55	49 83	93	2,329 75	160 40	35 04	.....	5 80	226 00	.....	80 00
Dorchester.....	1,120 35	1,119	11,056 71	69 74	575	9,628 53	780 94	37 18	21 22	3 52	600 00	18 00	.....
+Douglas Harbour.....	50 55	10	233 86	1 17	8	189 53	0 71	0 82	.....	0 26	40 00	.....	.....
Edmundston.....	1,256 33	1,178	15,641 45	87 96	151	3,195 19	297 66	46 16	.....	2 20	516 00	20 00	60 00
El River Crossing.....	271 04	336	6,400 07	30 39	60	918 33	57 50	17 93	.....	0 66	77 00	18 00	5 00
Elgin.....	438 05	747	13,486 47	67 13	143	2,707 40	139 03	39 30	5 34	3 01	190 00	30 00	20 00
Elm Tree.....	214 43	237	5,184 10	23 88	41	1,103 19	28 38	15 79	.....	1 24	95 00	.....	10 00
Fairville.....	1,040 10	471	4,330 91	28 98	178	2,558 84	91 73	15 22	0 01	0 41	390 00	.....	40 00
Florenceville.....	449 45	345	5,820 86	28 59	96	2,008 11	72 21	18 36	.....	1 06	176 00	24 00	15 00
Florenceville East.....	577 77	512	9,044 50	42 77	95	2,049 73	385 85	25 66	.....	2 77	294 00	3 00	30 00
Fredericton.....	14,054 93	1,659	20,605 67	130 02	4,156 31	72,145 45	8,078 31	.....	.....	.....	.....	.....	.....
Fredericton Junction.....	334 63	120	1,767 32	9 43	42	571 87	35 95	5 81	.....	1 12	150 00	11 00	15 00
Gagetown.....	542 34	607	10,368 09	51 64	222	3,952 61	216 77	31 33	.....	2 76	236 00	28 00	25 00
Gibson.....	670 47	279	3,893 87	20 29	76	1,325 44	94 12	11 40	.....	1 85	280 00	.....	30 00
Glassville.....	398 87	282	7,059 91	32 15	76	1,910 57	138 62	22 49	.....	2 66	160 00	24 00	15 00
Grand Anse.....	348 30	204	4,155 69	18 80	99	1,180 96	35 74	13 25	.....	0 99	156 00	5 00	15 00
Grand Falls.....	988 71	852	15,808 30	77 22	231	5,297 63	199 75	48 10	18 00	7 20	404 00	40 00	40 00
Great Shenogue.....	215 30	363	7,549 98	34 05	64	833 24	130 45	21 99	.....	0 96	80 00	.....	5 00
Hampstead.....	87 46	136	2,230 28	11 07	47	1,481 42	19 59	7 04	.....	0 23	40 00	.....	.....
Hampton.....	389 31	542	8,312 07	41 81	320	4,375 78	305 28	28 97	5 57	3 19	180 00	9 00	20 00
Harcourt.....	188 45	1,106	30,485 49	125 15	251	4,916 62	216 48	88 55	0 25	3 49	370 00	42 00	40 00
Hartland.....	1,332 02	848	11,685 17	63 52	359	6,409 62	659 20	39 94	34 08	7 28	512 00	15 00	60 00
Harvey.....	160 03	405	6,965 73	34 61	93	1,751 72	58 82	22 12	4 12	1 88	245 00	.....	5 00
Havry Station.....	357 87	186	3,165 66	15 63	99	2,094 01	75 82	10 70	.....	2 84	160 00	38 00	15 00
Hillsborough.....	966 08	1,127	13,289 30	75 81	339	6,771 75	396 46	43 69	34 12	2 61	385 00	22 00	40 00
Hopewell Cape.....	504 29	398	6,337 59	34 61	188	2,844 08	262 23	20 18	.....	4 38	194 00	.....	20 00
Hopewell Hill.....	342 94	207	2,889 86	17 95	32	538 15	103 44	8 30	.....	0 64	148 00	10 00	15 00
Hoyt Station.....	156 72	109	1,193 72	7 63	47	435 07	73 64	3 87	.....	1 18	62 00	14 00	5 00
Inkerman.....	122 35	280	3,546 38	19 39	22	501 24	115 99	10 44	.....	0 27	56 00	3 00	5 00
Jacksonville.....	145 18	177	2,295 19	12 50	47	734 29	38 85	6 99	.....	1 30	56 00	.....	5 00
Jacquet River.....	288 74	269	4,238 85	22 36	72	1,233 87	110 50	12 90	.....	1 59	120 00	22 00	10 00
Kilburn.....	507 08	36	621 85	3 63	29	489 18	49 55	2 18	.....	0 86	210 00	18 00	20 00
Kingsclear.....	62 64	59	897 23	4 46	25	299 50	7 92	2 51	.....	0 27	36 00	3 00	.....
Kingston, Kings.....	116 78	97	1,707 13	8 62	64	827 35	57 95	5 77	0 30	0 50	48 00	3 00	5 00
SKintore.....	49 06	15	210 66	1 08	3	14 61	.....	0 61	0 97	.....	25 00	5 00	.....
Kouchibouguac.....	250 33	105	1,410 89	7 54	48	996 72	14 75	5 19	.....	0 18	96 00	10 00	10 00
Lanquar.....	201 77	113	3,238 80	13 63	2	2 56	70 65	8 88	.....	1 83	96 00	22 00	10 00
Lepreau.....	220 34	176	1,798 69	11 79	44	536 63	5 75	5 31	.....	0 35	98 00	25 00	10 00
Loggreville.....	811 49	434	6,866 58	26 80	44	686 58	84 81	13 03	.....	4 93	310 00	.....	35 00
Lord's Cove.....	170 07	533	10,731 94	50 20	21	289 43	59 45	29 75	.....	0 46	72 00	.....	5 00

\* Salary, etc., entered in Auditor General's report.

§ Non-accounting from

† Including commission on box rents.

† Non-accounting from Dec. 1, 1903.

† Accounting from Sept. 1, 1903.

Nov. 2, 1903.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices, &amp;c., in New Brunswick—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on S. O. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
McAdam Junction.....	903 02	849	12,201 06	65 90	93	693 50	122 30	34 10	1 84	396 00	11 00	40 00
Marysville.....	1,523 87	277	2,277 62	15 18	124	1,448 99	89 32	7 48	0 54	\$532 13	25 00	25 00
Meductic.....	1,539 94	204	2,084 02	12 76	70	941 07	67 66	6 59	1 03	80 00	2 25	5 00
Menanicook.....	369 36	304	5,274 05	28 03	260	4,461 44	201 43	18 90	1 21	152 00	28 00	15 00
Middle Sackville.....	791 22	304	4,411 97	23 88	81	1,242 87	51 13	13 09	3 84	358 00	3 00	40 00
Millerton.....	414 00	234	2,961 44	17 38	81	1,218 62	221 58	9 76	2 56	182 00	3 00	20 00
Milltown.....	1,043 04	1,012	11,882 91	71 25	270	3,699 29	157 35	37 99	1 72	440 00	18 00	40 00
Millville.....	373 37	364	5,636 24	30 75	57	803 73	24 65	17 12	1 52	170 00	10 00	15 00
Minot.....	41 99	33	952 79	3 96	7	374 31	71 95	2 62	0 22	10 41	18 50	15 00
Moncton.....	18,924 43	4,318	54,977 16	322 46	5,387	92,387 21	5,982 41	187 54	18 50	\$4,550 82	123 00	20 00
Mount Carmel.....	90 96	167	3,897 39	17 20	19	562 04	11 67	11 26	1 57	40 00	3 00	10 00
Narrows.....	64 90	193	4,737 10	21 06	78	2,417 37	74 63	17 58	0 23	50 00	10 00	10 00
Newcastle.....	3,675 38	2,197	29,023 18	163 60	1,137	25,275 22	1,624 16	94 53	4 85	\$1,162 00	6 162 00	20 00
New Mills.....	419 53	123	1,727 68	9 49	43	788 99	93 96	4 89	0 55	182 00	3 00	20 00
North Head.....	484 77	841	20,618 06	89 74	205	3,834 90	94 37	61 51	1 46	206 00	90 00	20 00
Norton.....	612 39	493	7,746 36	39 38	193	4,837 16	392 38	28 25	0 89	244 00	281 83	25 00
Oak Point.....	107 91	132	1,854 97	10 10	45	839 84	35 90	6 85	0 51	45 00	5 00	5 00
Oronecto.....	392 32	252	3,885 91	19 91	154	2,920 42	66 65	13 47	0 83	214 00	40 00	20 00
Ossekeag.....	1,041 74	377	5,218 34	28 72	133	2,278 34	152 28	15 98	1 13	380 00	100 00	15 00
Penobscot.....	452 45	293	5,627 28	26 86	174	3,531 12	44 63	17 93	2 03	220 00	12 00	40 00
Porth.....	884 27	438	7,988 23	39 59	124	2,028 41	204 66	24 45	5 52	415 00	77 00	40 00
Petitodine.....	1,076 74	1,001	18,980 93	90 93	413	6,171 55	344 54	57 76	3 14	425 00	150 00	40 00
Petit Rocher.....	245 95	426	6,368 83	34 53	113	2,237 09	85 48	18 49	1 48	120 00	36 00	10 00
Plata Rock.....	339 98	239	5,050 45	23 92	6	60 89	94 01	13 90	2 30	56 00	30 00	10 00
Pointe de Bute.....	236 31	286	5,767 27	26 47	58	1,108 47	97 87	17 22	2 97	390 00	5 00	10 00
Port Elgin.....	1,009 49	823	8,501 34	51 12	339	6,530 31	290 77	26 06	2 97	390 00	30 00	10 00
Rennus Bridge.....	246 66	48	1,033 49	4 98	17	292 80	7 35	3 18	1 97	96 00	5 00	10 00
Rexton.....	1,218 22	1,033	18,296 16	91 80	613	14,530 11	683 58	56 56	5 10	432 00	432 00	60 00
Richibucto.....	996 38	1,100	19,847 88	98 32	310	5,985 56	482 65	58 45	5 81	392 00	78 00	40 00
Richmond Corner.....	79 64	57	631 23	3 69	31	401 88	11 75	2 02	1 00	40 00	5 00	5 00
River Charlo.....	189 76	123	1,812 52	9 64	30	401 26	81 75	4 96	0 87	80 00	1 00	5 00
River Louison.....	135 76	216	3,833 44	18 61	18	390 28	61 15	10 59	1 65	60 00	7 00	5 00
Rockland.....	144 05	20	461 67	2 01	29	941 87	1 50	2 32	0 36	40 00	7 00	5 00
Rogersville.....	575 25	1,435	30,215 93	139 80	194	4,831 96	113 42	87 46	2 34	220 00	7 00	20 00



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Rothsay.....	835 41	4,534 59	29 71	138	3,459 16	89 83	16 63	1 78	1 03	306 00	27 00	40 00
St. Andrews.....	2,176 26	20,732 81	124 33	642	11,720 07	584 02	75 57	56 57	5 45	700 00	28 00	100 00
St. George.....	1,556 54	20,314 84	109 19	369	7,350 99	137 14	65 57	17 07	4 07	545 00	36 00	6 80 00
St. John.....	*80,941 87											
* (Divided as follows):—												
Head Office.....	6,521	100,874 92	616 57	33,109	582,340 03	38,253 53			c123 37	d		
Garden Street.....	662	7,872 50	48 19	3	19 50	182 23	21 66		0 61	100 00		
Haymarket Square.....	510	5,964 71	33 36	9	162 51	7 51	16 49		0 59	100 00		
Indian town.....	2,457 42	10,823 07	54 23	92	1,553 20	220 53	30 83	7 53	0 19	440 00		80 00
cMillidgeville.....	117 50									58 00		5 00
St. John North.....	2,702 53	9,871 78	72 04	123	2,153 68	285 01	30 92	2 38	0 97	505 25		
St. John West.....	2,171 14	8,145 57	55 27	405	7,296 50	445 39	34 91	3 57	2 23	503 75		
Stand Point Road.....	2 46									25 00		
Union Street.....	3,513 00	8,352 83	55 98	7	42 25	41 10	22 97		0 70	100 00		
St. Joseph, Westmoreland.....	940	3,904 24	25 07	324	6,936 53	206 99	14 36		1 26	188 00	6 00	20 00
St. Louis de Kent.....	408	5,513 42	25 34	84	1,774 72	48 21	17 63		2 76	124 00	26 00	10 00
St. Martins.....	272	18,914 33	94 57	313	5,110 03	298 55	58 52	10 84	3 15	280 00	11 00	30 00
St. Mary's Ferry.....	1,094	8,018 15	39 07	144	1,166 94	82 49	23 44		0 60	376 00		40 00
St. Stephen.....	505	25,476 76	152 17	1,850	26,605 67	1,755 50	98 19	146 93	4 87	2,452 02	355 00	
Sackville.....	2,406	18,202 18	113 46	1,598	32,833 21	2,258 47	69 99	23 48	7 59	1,270 00	261 25	425 00
Salisbury.....	774	16,719 76	76 95	204	4,405 71	188 06	49 06	20 33	4 67	256 00	25 00	
Shediac.....	1,501	25,632 80	130 80	1,907	17,956 91	1,104 83	80 44	3 95	10 45	690 00	152 00	100 00
Sheffield.....	319	8,544 73	37 05	109	5,605 55	28 30	24 24		0 23	186 00	44 00	5 00
Shippigan.....	216 45	5,970 71	27 10	41	970 88	32 39	17 00		1 53	108 00	4 00	30 00
South Nelson.....	663 93	6,206 64	28 80	18	301 54	38 92	17 43		0 25	284 00		
Springfield.....	311	3,479 79	16 22	93	1,995 52	43 01	12 93			56 00	11 00	
Stanley.....	185	9,443 32	47 31	91	1,419 38	180 86	27 88	0 63	2 73	176 00	14 00	20 00
Sussex.....	559	22,755 52	121 81	1,685	32,212 63	1,907 88	79 25	63 14	12 58	1,296 68	110 00	
†Taymouth.....	1,607	836 57	4 86	2	17 20	0 25	2 29		0 92	76 00		5 00
Tracadie.....	75								0 98	260 00	14 00	25 00
Upland.....	509	8,381 01	41 13	153	3,999 92	236 04	28 65	2 37	0 56	50 00		
Upper Gagetown.....	133	3,371 91	15 41	27	574 82	16 75	10 35					5 00
Upper Woodstock.....	202	4,261 98	19 43	66	1,805 95	40 38	12 35		1 06	66 00		5 00
Welsford.....	178	2,695 64	13 18	40	923 52	145 92	8 97		0 40	76 00	5 00	20 00
Westfield.....	391 11	746 35	5 12	92	1,625 55	23 34	4 91		0 91	196 00	24 00	66 00
Woodstock.....	77	936 27	7 31	45	767 88	55 77	2 92		0 41	52 00	200 00	5 00
Non-accounting Post Offices.....	1,409	19,885 95	109 16	2,052	38,503 37	3,226 72	79 74	264 01	17 96	31,957 74		
										33,420 21	954 17	492 00
Less—Value of postage stamps affixed to postal notes.....		261,773 20										
		276 00										
Totals.....	87,543	1,347,417 66	7,154 58	71,463	1,284,658 72	86,158 81	3,870 83	1,226 13	474 68	77,163 01	5,409 00	3,647 00

† Accounting from Feb. 1, 1904. ‡ Accounting from Jan. 1, 1904. § Including commission on box rents. a Including \$16 arrears. b Including \$20 arrears. c Non-accounting offices. d Salary, etc., entered in Auditor General's report. e Commission to non-accounting offices, etc.



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## APPENDIX C—Continued.

## PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on business.		Compensation paid to Postmasters on M. O. business.		Salary.		Forward Allowance.	Allowance towards Rent, Fuel and Light.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$
Allertown.....	1,404 51	1,035	14,066	80	75	88	417	8,904 76	242 32	55	23	2 07	3 79	496 00	16 00	60 00	
Belfast.....	251 79	237	5,325	84	23	73	82	2,399 70	40 05	18	93		1 26	118 00	44 00	10 00	
Breadalbane.....	266 05	272	5,151	52	23	68	104	2,404 36	40 43	19	75		1 31	116 00	55 00	10 00	
Bridgetown.....	225 92	266	3,998	60	21	24	157	2,619 44	31 65	15	26		3 66	86 00	6 00	5 00	
Cardigan Bridge.....	503 37	269	4,687	39	23	08	194	4,815 32	100 40	20	48	2 54		206 00	106 00	20 00	
Charlottetown.....	19,193 57	4,034	59,421	07	344	06	5,827	112,811 53	8,188 34				*23 00				
Coleman.....	299 43	141	1,856	84	10	37	56	1,158 79	94 55	7	19		0 44	140 00	24 01	15 00	
Freelton.....	190 36	139	2,770	01	12	37	53	1,782 12	38 40	9	52		1 05	83 00	7 00	10 00	
Georgetown.....	780 05	705	12,376	89	62	09	370	8,087 27	351 37	43	93	9 75	3 16	416 00	30 00	45 00	
Head of St. Peter's Bay.....	420 08	343	7,558	05	34	24	149	3,526 76	98 65	27	52		1 09	172 00	16 00	15 00	
Hunters River.....	293 58	96	1,549	21	7	75	19	703 63	13 90	5	22		0 58	112 00	85 00	10 00	
Kensington.....	710 71	676	13,289	43	61	46	249	6,558 80	221 34	48	88	6 55	1 42	304 00	100 00	30 00	
Lot 56.....	113 31	122	2,176	75	11	32	1	14 90	5 10	5	97		1 21	52 00	7 00	5 00	
Montague Bridge.....	1,508 30	667	10,958	29	55	11	664	17,079 23	685 49	50	38	7 15	4 37	167 00	167 00	15 00	
Montague Station.....	309 95	66	1,294	49	6	39	75	1,541 43	47 50	6	14		0 47	140 00	9 00	15 00	
Mount Stewart.....	400 50	423	5,536	55	30	44	113	1,846 13	110 20	18	10		0 57	148 00	14 00	10 00	
Murray Harbour South.....	310 19	395	8,620	85	38	31	178	4,463 10	179 89	39	39		4 44	138 00	4 00	10 00	
Murray River.....	373 26	329	5,629	55	27	12	107	2,810 50	186 23	19	28		2 29	154 00	5 00	15 00	
New Glasgow.....	121 46	187	3,980	02	18	05	64	919 39	33 95	13	20		0 78	60 00		5 00	
O'Leary Station.....	527 71	62	2,341	79	9	29	34	676 91	146 40				1 95	230 00	18 00	25 00	
Souris East.....	1,536 18	770	10,773	68	59	47	924	22,429 24	673 65	58	34	1 91	5 92	590 00	87 00	60 00	
Stanley Bridge.....	292 63	233	5,174	05	22	07	62	1,246 13	122 80	16	39	1 35	2 12	110 00		10 00	
Summerside.....	5,292 34	1,730	23,817	76	129	27	1,940	37,748 73	2,081 24	103	75	55 71	9 04	1,658 16	200 00	40 00	
Tignish.....	847 83	576	9,115	45	48	25	447	6,512 65	239 80	40	03	3 13	2 92	402 00	16 00	5 00	
Vernon River Bridge.....	184 93	234	4,068	64	20	05	24	455 39	103 65	11	57		1 32	75 00			

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Victoria.....	261 70	313	7,315 08	32 00	218	4,612 94	115 30	27 61	2 79	1 27	125 00	.....	10 00
Non-accounting Post Offices .....	15,931 96										11,838 23	558 92	195 00
Less—Value of postage stamps affixed to postal notes, .....	52,361 87												
Totals .....	52,319 87	14,320	232,854 80	1,207 09	12,528	258,129 15	14,192 00	680 04	92 95	81 27	18,548 49	1,574 92	635 00

† Accounting from Sept. 1, 1903. ‡ Accounting from Oct. 1, 1903. § Salary, etc., entered in Auditor General's report.

|| Including commission on box rents.

\* Commission to non-accounting offices, etc.

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## APPENDIX C—Continued.

## PROVINCE OF MANTOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Compensation paid to Postmasters on M. O. business.		Compensation paid to Postmasters on P. N. business.		Salary.		Forward Allowance.		Allowance towards Rent, Fuel and Light.	
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alexander.....	972 13	1,525	34,445 16	156 57	172	3,678 97	173 49	96 29	5 56	370 00	4 00	75 00				
Alcanont.....	351 09	385	5,718 59	31 30	64	1,389 64	202 95	16 24	1 61	152 00	15 00	35 00				
Altona.....	874 35	306	1,024 16	11 47	123	2,946 69	362 35	3 16	4 82	333 00		75 00				
Arden.....	933 72	1,202	18,637 41	97 64	193	4,394 72	242 54	52 46	6 01	338 00	10 00					
Arnaud.....	221 07	345	7,299 05	33 88	18	282 84	65 10	20 33	0 82	82 00						
Austin.....	1,137 52	869	18,623 29	91 83	153	3,207 60	364 37	54 15	10 01	412 00		75 00				
Bagot.....	365 91	426	10,115 05	46 66	42	1,133 87	214 66	29 85	3 38	148 00	4 00	15 00				
Baldur.....	1,040 57	908	12,702 57	71 62	320	7,948 00	684 05	38 31	6 99	418 00	12 00	75 00				
Balmoral.....	640 73	651	10,402 65	53 00	104	2,478 88	53 73	32 74	0 28	290 00	13 00	30 00				
Beausjour.....	771 10	401	8,018 77	47 24	126	3,091 73	203 75	24 63	3 71	338 00	7 00	20 00				
Belmont.....	972 01	711	16,770 16	82 66	227	4,874 43	323 50	46 54	8 66	385 00	40 00	75 00				
Beulah.....	305 55	393	8,175 58	38 69	653	5,274 98	1,942 78	24 20	6 12	130 00	10 00	30 00				
Binscarth.....	808 85	434	9,779 05	50 58	139	3,853 05	106 76	29 14	5 88	296 00	20 00	30 00				
Birtle.....	1,904 31	1,182	18,596 45	108 49	435	9,705 93	995 12	59 67	1 13	582 00	8 00	125 00				
Boissevain.....	3,112 93	2,473	32,489 95	192 20	694	14,365 84	1,853 62	96 88	15 59	928 00	20 00	175 00				
Bradwardine.....	453 19	883	27,644 63	112 64	66	1,546 15	97 10	76 60	2 36	110 00	16 00	10 00				
Brandon.....	25,360 92	5,877	86,982 10	624 76	7,025	166,427 87	17,669 06	283 13	50 19	1,249 95	1,300 00					
+Brookdale.....	248 89	26	415 54	2 29	1	15 00	6 00	1 14	0 05	69 00		7 50				
+Cameron.....	77 00	34	919 92	3 83	3	157 50	2 52	2 52	0 53	14 58						
Carbary.....	4,004 60	1,561	28,153 50	144 68	600	17,616 17	1,433 05	75 21	17 95	1,065 00	49 32	200 00				
Carman.....	4,005 86	4,492	88,342 22	423 16	713	15,017 37	1,556 56	249 73	18 75	1,210 00	33 00	225 00				
*Carroll.....	449 36	230	9,584 80	37 29	10	179 71	61 10	26 42	1 94	190 00		20 00				
Cartwright.....	1,150 38	816	13,588 90	70 71	267	5,012 50	646 14	43 30	5 29	404 00		75 00				
Clearwater.....	389 96	411	6,860 23	33 45	47	1,483 50	117 70	19 11	3 68	180 00		20 00				
Crandell.....	505 88	669	18,016 61	81 53	47	1,541 84	80 05	50 37	5 32	176 00		15 00				
Crystal City.....	1,462 80	953	12,873 00	78 07	290	5,897 62	677 79	38 08	7 80	512 00		100 00				



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	1,001.	943 56	11,574 60.	67 81.	139.	3,524 06	203 07	32 79.	2 75.	334 00	32 00	75 60
Cypress River .....	1,838	3,462 53	44,322 18	211 84	958	24,828 98	1,789 59	136 09	25 26	962 00	272 00	200 00
Dauphin .....	426	206 25	11,317 08	51 82	32	1,413 63	53 44	32 60	3 14	90 00	.....	5 00
Deloitte .....	1,789	2,970 35	38,957 68	192 76	455	12,975 00	1,131 50	112 68	17 94	880 00	75 79	175 00
Deloraine .....	1,539	892 32	26,918 62	153 10	210	6,161 27	179 31	78 48	3 85	338 00	60 00	75 00
† Dominion City .....	621	538 07	8,615 85	49 31	61	1,813 02	283 05	24 39	1 81	232 00	32 00	25 00
† Douglas Station .....	962	477 74	40,188 38	147 10	59	2,094 52	58 25	111 11	4 22	195 00	8 00	20 00
Dunrea .....	366	400 61	5,957 38	37 10	66	2,483 94	114 98	16 83	1 40	142 00	3 00	15 00
Edrains .....	1,444	1,210 46	30,537 90	146 36	109	2,491 23	263 95	85 00	7 70	410 00	.....	75 00
Elkhorn .....	1,488	1,793 45	34,786 53	180 46	270	6,083 73	614 97	102 70	13 44	528 00	9 00	100 00
Elm Creek .....	568	597 25	15,449 34	67 15	63	1,483 23	100 05	44 43	4 63	216 00	12 80	20 00
Elphinstone .....	45	120 89	549 02	4 08	22	344 53	42 45	1 74	1 38	50 00	.....	5 00
Elva .....	424	553 30	8,164 51	42 08	82	2,989 12	80 30	24 03	2 60	240 00	.....	25 00
Emerson .....	1,898	1,881 22	28,503 75	194 78	413	9,611 01	941 73	82 99	9 76	604 00	11 00	125 00
Fairfax .....	233	260 78	7,033 97	29 01	21	707 53	34 20	20 61	2 92	113 00	.....	10 00
Fox Warren .....	961	489 01	21,119 67	96 60	92	2,232 51	70 50	60 38	3 21	135 00	8 00	15 00
Franklin .....	943	622 03	18,781 32	91 31	94	1,750 51	115 40	53 23	3 38	262 00	4 00	35 00
Gilbert Plains .....	1,603	1,963 77	36,517 87	172 32	171	4,474 39	308 54	102 99	10 17	346 00	40 50	25 00
Gladstone .....	1,103	1,878 13	17,579 93	103 44	484	10,510 99	1,029 38	53 98	12 22	860 00	12 00	175 00
Glenboro .....	911	1,352 92	11,729 03	70 22	219	4,839 91	481 98	33 87	4 12	500 00	4 00	100 00
Goodlands .....	477	282 66	11,547 62	50 49	16	356 77	54 10	31 92	1 64	108 00	5 00	10 00
Grand View .....	1,327	1,601 64	28,612 60	149 66	179	6,297 70	171 63	81 54	7 52	450 00	2 50	75 00
Gretna .....	1,106	1,411 45	12,930 11	80 25	203	4,813 20	622 85	37 19	6 50	600 00	10 00	125 00
Griswold .....	486	945 27	12,563 65	62 99	192	3,412 45	369 74	36 42	2 43	689 00	72 00	75 00
Hamiota .....	1,145	1,985 33	17,657 84	96 15	321	9,081 00	592 52	50 45	6 56	615 00	5 00	125 00
Hartney .....	1,621	2,188 61	34,313 87	178 03	334	10,474 68	834 12	98 21	20 24	634 00	.....	125 00
High Bluff .....	191	474 53	6,044 84	26 14	51	1,156 71	59 09	17 11	3 77	228 00	.....	25 00
Hilton .....	218	280 54	5,998 03	26 50	50	829 41	124 65	17 14	5 51	110 00	.....	10 00
Holland .....	1,343 14	480	6,398 54	40 13	205	6,751 42	489 81	19 22	9 36	506 00	10 00	100 00
Holmfield .....	605 42	644	13,240 12	63 35	100	2,208 20	145 45	38 56	2 54	226 00	.....	25 00
Kenton .....	425	304 75	11,125 29	48 61	14	462 05	41 10	30 95	2 72	85 00	3 50	5 00
Killarney .....	1,926	2,414 11	33,634 31	173 79	544	11,501 51	1,009 36	97 30	18 86	740 00	16 00	150 00
Larivière .....	687	680 45	10,308 89	59 53	108	1,787 46	163 02	29 56	4 30	304 00	36 00	30 00
Lauder .....	544	680 39	18,000 48	78 37	71	1,998 54	219 15	50 27	4 59	284 00	.....	30 00
Laurier .....	273	477 67	10,002 88	39 30	96	4,368 01	76 08	28 96	4 26	140 00	.....	15 00
* Lenore .....	365	274 20	12,994 91	50 06	23	673 12	29 75	36 17	2 83	59 50	1 75	5 00
Letellier .....	169	484 62	3,288 90	16 77	38	909 63	195 00	9 01	7 41	200 00	64 50	20 00
Louise Bridge .....	573	1,265 42	9,501 11	79 10	73	2,272 33	29 75	30 43	1 08	368 00	.....	75 00
Macgregor .....	1,519	1,368 50	22,714 10	128 49	434	3,267 03	813 19	65 30	7 80	540 00	51 30	100 00
Makinak .....	530	637 73	11,418 84	53 51	80	2,197 07	141 01	35 24	2 74	140 00	28 00	15 00
Manitou .....	2,070	2,556 79	35,810 92	188 74	572	11,941 82	1,064 41	106 83	16 37	832 00	5 00	175 00
Mariapolis .....	464	337 47	22,804 52	81 90	47	906 27	88 74	61 65	6 02	132 00	18 00	15 00
Mather .....	311	388 79	7,788 80	35 04	64	2,074 24	120 60	21 90	4 31	168 00	.....	15 00
Melita .....	1,715	2,518 39	22,075 72	139 37	682	22,576 10	1,385 09	64 79	10 17	794 00	6 00	150 00
Miami .....	1,445	1,201 27	29,887 82	148 65	270	6,193 47	451 55	85 50	14 04	433 00	12 00	75 00
Minota .....	396	753 23	7,130 05	42 42	122	3,169 36	230 93	21 77	5 03	269 00	28 00	25 00
Minitonas .....	435	479 06	9,427 65	42 92	69	2,121 77	60 55	26 46	3 26	197 91	4 00	20 00
Minnesoda .....	2,640	3,204 91	35,317 22	223 53	791	14,651 11	1,372 56	106 51	7 46	970 00	24 00	200 00

\* Accounting from August 2, 1903. † Accounting from March 1, 1904.

† Accounting from May 2, 1904, † Accounting from March 1, 1904.  
on box rents. a Including 17cts. arrears.

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## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in Manitoba—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Minto.....	732 15		30,955 58		1,051	129 71	230 71	86 84	6 26	296 00	296 00	12 00	30 00
Morden.....	4,061 68	2,555	32,183 04	198 14	885	20,646 32	2,448 82	94 09	17 18	1,220 00	1,220 00	12 00	225 00
Morris.....	1,680 46	1,088	15,597 43	91 56	233	5,112 92	447 87	45 34	8 29	534 00	534 00	33 00	100 00
Myrtle.....	2,637 07	1,199	6,075 98	25 78	21	5,550 85	27 24	17 10	3 34	108 00	108 00	20 00	10 00
Napinka.....	1,202 94	1,057	35,818 29	146 90	248	5,912 25	478 45	101 06	7 97	15 35	440 00	20 00	75 00
Neepawa.....	5,189 54	3,901	61,927 81	340 51	889	18,585 20	2,148 42	179 09	8 66	12 71	1,455 00	12 00	275 00
Nesbitt.....	346 53	171	4,358 43	19 94	36	900 75	30 25	12 94	3 07	145 00	145 00	5 00	15 00
Newdale.....	1,046 18	1,300	25,149 82	124 07	177	4,416 04	191 07	72 66	3 94	360 00	360 00	.....	75 00
Ninette.....	331 32	656	12,411 65	60 44	94	2,265 69	101 40	35 19	1 61	172 00	172 00	.....	15 00
Ninette.....	797 37	1,231	28,084 63	126 37	121	3,355 32	189 78	81 43	4 75	308 00	308 00	16 00	35 00
Notre Dame de Lourdes.....	239 04	298	6,580 22	95 31	79	2,492 65	58 85	23 46	.....	1 15	120 00	.....	125 00
Oak Lake.....	2,062 02	935	16,581 58	95 31	239	6,530 86	650 93	47 32	17 25	583 00	583 00	.....	125 00
Oak River.....	925 73	635	20,216 90	85 69	157	3,652 82	198 00	57 20	4 05	386 00	386 00	6 33	75 00
Pierson.....	647 84	534	8,849 88	46 91	87	1,616 46	137 99	26 07	8 02	336 00	336 00	6 00	35 00
Pilot Mound.....	1,837 88	1,311	16,609 45	107 56	327	6,943 76	707 81	49 14	1 21	12 09	652 00	12 00	25 00
Pistone.....	673 21	875	21,336 91	97 86	71	1,862 80	280 55	62 07	0 98	7 74	260 00	8 00	75 00
Plumas.....	819 76	895	27,830 79	117 00	117	3,008 70	185 99	78 18	0 98	7 74	260 00	8 00	75 00
Plum Coulee.....	848 96	1,332	26,849 47	128 45	48	830 50	158 75	74 08	3 40	343 373 00	343 373 00	7 00	125 00
Portage la Prairie.....	10,135 19	3,254	49,588 46	296 26	3,589	51,017 57	8,509 79	151 62	46 99	34 34	2,942 73	4 00	125 00
Rapid City.....	1,866 39	2,662	35,921 98	204 94	415	9,592 92	524 65	109 03	2 87	6 94	608 00	33 00	35 00
Rathwell.....	818 17	958	17,288 13	91 73	147	3,212 09	156 20	50 06	1 04	5 84	330 00	33 00	35 00
Reaburn.....	384 88	43	710 52	4 87	24	439 96	58 90	2 16	.....	10 77	348 00	14 00	35 00
Reston.....	1,052 31	508	3,027 66	62 51	187	8,848 61	261 80	37 56	3 81	7 94	540 00	4 00	100 00
Roland.....	1,562 31	1,938	41,230 22	188 44	219	4,797 39	567 67	114 40	2 05	132 00	132 00	.....	10 00
Rosebank.....	327 43	454	13,508 23	56 28	70	1,186 97	33 75	38 02	2 31	182 00	182 00	.....	20 00
Rosenfeld.....	461 09	253	4,352 89	29 91	36	507 80	76 90	12 12	0 44	174 00	174 00	.....	15 00
Routhwaite.....	312 77	512	10,098 65	48 38	43	724 03	73 20	28 35	.....	564 00	564 00	38 00	100 00
Russell.....	1,743 12	1,038	16,257 76	92 24	332	8,718 64	525 65	55 30	.....	.....	.....	.....	.....
St. Alphonse.....	76 83	166	2,857 76	17 23	12	431 70	4 50	8 82	.....	0 41	56 00	.....	75 00
St. Boniface.....	1,107 27	397	5,479 92	40 67	278	5,549 74	547 00	18 27	.....	2 57	380 00	12 00	25 00
St. Jean Baptiste.....	502 54	450	9,369 31	47 19	77	2,060 68	201 73	27 75	.....	3 97	228 00	.....	10 00
St. Laurent.....	247 11	200	2,786 20	16 83	82	1,771 98	54 89	9 32	.....	.....	104 00	.....	10 00
St. Norbert.....	215 86	133	1,153 32	10 86	73	1,321 11	80 05	6 00	.....	1 51	86 00	.....	5 00



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St. Pierre.....	310 24	312	5,585 25	28 56	98	2,661 19	207 62	17 41	.....	1 73	145 00	15 00
Selkirk.....	2,066	2,066	31,154 83	176 56	390	7,557 41	751 94	93 24	.....	6 56	798 00	150 00
Shoal Lake.....	1,768	1,768	25,888 43	161 16	354	7,449 44	925 94	75 24	.....	8 21	590 00	100 00
Sidney.....	402	402	12,054 23	54 20	68	1,959 01	109 20	35 82	.....	4 09	365 00	75 00
Solgrith.....	382	382	7,014 85	36 88	108	1,657 35	187 20	21 59	.....	2 92	226 00	25 00
Somerset.....	529	529	11,842 33	57 79	89	1,567 07	242 35	33 37	.....	5 54	230 00	25 00
Souris.....	1,122	1,122	19,313 65	113 16	708	23,236 45	1,291 53	61 04	6 03	20 63	934 00	175 00
+ Sperling.....	25	25	406 68	2 10	2	23 65	8 40	1 12	.....	0 57	126 00	8 54
Steinbach.....	529	529	15,169 74	68 72	55	1,502 71	76 32	43 11	.....	3 76	141 00	10 00
Stockton Station.....	253	253	3,915 53	20 67	27	407 86	25 85	11 97	.....	3 28	130 00	10 00
Stonewall.....	1,055	1,055	17,503 75	105 83	310	5,208 09	1,009 51	51 59	.....	11 69	582 00	125 00
Strathclair Station.....	838 11	928	21,825 46	97 13	158	3,834 90	259 45	51 11	3 54	8 32	276 00	30 00
Swan Lake.....	743 78	778	18,481 46	87 08	148	3,939 91	345 30	51 80	3 14	10 12	302 00	7 00
Swan River.....	1,935 22	2,013	27,838 25	154 97	319	7,555 37	433 73	83 10	2 63	4 59	579 00	14 00
Thornhill.....	300 18	256	4,743 06	23 94	63	1,232 21	41 30	13 82	.....	2 86	140 00	10 00
Treestbank.....	242	242	4,164 61	20 94	78	1,600 76	61 80	12 48	.....	3 52	140 00	4 00
Treherne.....	1,748 32	1,322	17,299 42	104 18	285	6,032 18	465 19	50 71	.....	9 80	586 00	125 00
Virden.....	3,554 76	1,590	37,904 88	195 70	784	19,279 92	2,308 17	113 87	10 55	37 78	1,080 00	200 00
Waskada.....	724 09	592	13,623 10	63 89	61	1,827 67	155 15	39 94	.....	4 56	236 56	4 00
Wawanesa.....	2,361 71	1,535	27,361 83	143 90	2,121	25,443 14	5,252 42	78 42	.....	16 21	770 00	150 00
Westbourne.....	340	340	8,608 61	39 94	99	1,825 66	266 00	25 09	.....	3 46	245 00	25 00
Winkler.....	1,406 88	615	7,718 34	50 13	144	2,171 55	375 89	22 39	.....	7 14	470 00	100 00
Winnipeg.....	*256,519 17											
(*Divided as follows):—												
Head Office.....	235,678 94	29,508	479,681 69	4,524 82	58,808	1,526,394 79	138,691 72	.....	.....	c337 94	d	.....
Fort Rouge.....	3,592 06	944	8,959 63	74 06	34	708 04	188 54	25 98	3 53	1 56	100 00	.....
Isabel Street.....	5,383 00	1,098	9,478 42	84 30	16	168 21	379 32	26 20	.....	2 94	100 00	.....
Isabel Street North.....	365 00	255	2,427 62	24 00	16	137 45	22 75	6 68	0 60	0 34	30 02	.....
Main Street North.....	2,330 01	1,089	11,215 25	107 45	19	305 05	51 30	31 15	0 54	1 39	100 00	.....
Main Street South.....	5,203 08	1,639	22,601 39	139 07	28	294 21	6,469 83	62 20	0 79	12 48	75 00	.....
Portage Ave., Cen.....	3,770 08	2,206	23,303 50	193 62	33	480 25	52 40	64 34	20 72	2 91	100 00	.....
Winnipeg Sub-Office, No. 7.....	130		990 20	12 07	.....	.....	.....	2 71	.....	0 68	15 00	.....
Non-accounting Post Offices.....	35,013 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Less—Value of postage stamps affixed to postal notes.....	470,084 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	565 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	469,519 80	160,981	2,903,959 34	17,387 91	97,415	2,380,931 81	229,793 91	7,067 40	424 46	1,305 26	74,207 14	8,914 00

† Accounting from May 2, 1904. § Closed April 1, 1904. a Including \$15 arrears. b Including commission on box rents. c Commission to non-accounting offices, etc. d Salary, etc., entered in Auditor General's report.



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## APPENDIX C—Continued.

## NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$	\$ cts.	\$ cts.
Alameda, Assa.....	1,709 68	1,334	31,987 13	140 24	397	8,283 82	743 55	95 78	8 40	9 66	515 00	7 00	100 00
Antler, Assa.....	429 40	1,007	46,272 40	168 95	114	4,224 54	173 70	131 79		4 74	190 00	12 00	15 00
Arcola, Assa.....	2,311 52	1,546	23,138 63	123 17	274	9,514 36	993 24	68 34	1 92	7 74	528 00	48 00	100 00
Balgone, Assa.....	877 79	714	15,062 82	74 15	104	3,556 50	102 05	43 48	1 58	5 75	304 00	6 18 33	30 00
Bariff, Alta.....	2,298 04	1,744	26,745 83	173 09	195	4,770 56	451 76	75 78	19 47	3 95	590 00		100 00
Battleford, Sask.....	1,753 05	1,444	21,309 76	124 05	668	19,418 77	624 75	93 39	1 65	7 67	465 16	76 35	75 00
Bowden, Alta.....	485 72	418	5,117 03	29 67	125	2,790 90	180 58	16 35		3 11	140 00		13 00
Broadview, Assa.....	1,485 52	1,631	26,096 85	151 14	282	6,779 47	478 70	79 58	7 84	6 98	474 50	14 00	87 50
Calgary, Alta.....	28,636 46	10,858	140,740 73	996 42	5,559	132,609 34	15,952 22	471 46	44 27	60 79	5,964 38	440 00	
Cannore, Alta.....	771 65	1,357	38,575 09	313 90	50	1,180 43	92 90	107 27	47 21	4 62	332 00		30 00
Cannington Manor, Assa.	171 51	110	1,674 83	9 51	59	1,632 04	71 25	6 69		1 49	120 00		5 00
Cardston, Alta.....	1,612 04	2,161	27,648 80	153 15	237	6,839 87	327 74	85 35		2 54	564 00	50 00	100 00
Carievale, Assa.....	848 19	835	15,106 40	73 86	117	3,341 24	178 15	44 97		5 36	280 00	4 00	30 00
Carlyle, Assa.....	1,203 07	718	14,125 08	68 22	205	4,974 34	254 75	44 16	0 19	6 74	400 00		75 00
Camduff, Assa.....	1,537 67	1,348	25,130 55	123 40	309	8,555 75	412 10	75 70	2 81	13 47	515 00	3 00	100 00
Churchbridge, Assa.....	637 91	473	10,266 91	48 23	91	2,997 31	93 80	34 68		2 51	208 00	16 00	20 00
Cochrane, Alta.....	683 09	232	3,793 01	26 40	92	2,128 78	141 21	11 72		4 73	262 00	8 00	25 00
Cowley, Alta.....	702 19	135	1,356 00	8 63	20	651 47	144 79	3 82		1 17	250 00	20 00	25 00
Didsbury, Alta.....	1,418 22	1,067	14,607 01	79 06	330	10,093 64	556 39	51 46		16 74	430 00	6 75	75 00
Duck Lake, Sask.....	943 39	289	4,530 55	26 94	265	9,044 89	167 27	11 11		4 20	341 00	46 00	35 00
Duhamel, Alta.....	210 82	517	6,480 05	34 86	150	4,670 57	43 85	25 86		1 37	110 00	2 67	10 00
Edmonton, Alta.....	13,104 48	4,296	58,825 23	385 75	2,490	64,117 59	5,695 08	219 04	6 82	37 03	2,656 00	280 00	475 00
Estevan, Assa.....	1,639 36	1,411	13,441 96	102 34	525	13,855 78	306 08	58 56	9 98	4 01	402 00	5 91	75 00
Fleming, Assa.....	986 05	890	25,259 15	108 80	148	3,500 97	286 16	74 76		9 87	372 00		75 00
Fort Saskatchewan, Alta.	1,767 82	1,046	19,131 61	98 84	287	8,867 96	538 96	61 27		8 19	455 00	94 00	75 00
Frank, Alta.....	1,431 36	739	14,613 50	91 23	133	2,986 90	571 37	41 46		2 62	538 00		100 00
†Frobisher, Assa.....	422 48	143	1,562 82	10 21	35	1,089 15	266 00	4 66		1 33	78 00	3 00	5 00

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	1,130 84	746	19,135 93	80 71	184	6,077 62	225 80	60 84	5 39	368 00	14 00	75 00
Gainsborough, Assa.....	819 41	354	6,392 14	38 40	106	2,375 97	140 17	20 10	3 91	316 00	5 00	30 00
Gleichen, Alta.....	396 06	1,990	27,931 67	16 64	49	12,606 56	86 45	11 01	3 47	126 00	5 00	100 00
Glen Ewen, Assa.....	2,581 77	1,676	27,030 90	161 67	517	12,606 56	821 11	91 01	22 77	714 00	14 00	150 00
Grenfell, Assa.....	1,753 26	846	15,284 39	75 74	298	9,722 19	312 37	52 66	10 10	424 00	12 00	75 00
High River, Alta.....	5,402 74	1,619	28,319 67	168 53	709	19,746 63	1,620 91	91 92	16 41	1,360 00	72 00	250 00
Indian Head, Assa.....	5,402 74	1,619	10,724 84	72 86	587	15,133 30	771 56	49 00	24 38	612 00	38 00	125 00
Innisfail, Alta.....	2,202 69	1,075	65 33	0 53	.....	.....	1 60	0 18	0 90	62 00	9 34	5 00
*Irvine, Assa.....	407 49	2,630	34,055 11	201 53	803	22,972 21	1,264 63	121 07	36 91	910 00	75 17	175 00
Lacombe, Alta.....	3,273 26	2,383	2,678 37	16 70	101	2,786 18	41 55	11 73	4 84	125 00	2 08	100 00
Lamerton, Alta.....	653 31	339	6,612 96	35 29	65	1,784 66	85 03	20 03	2 97	215 00	3 00	20 00
Lanenburg, Assa.....	1,297 31	846	10,130 23	60 14	204	6,759 70	392 93	33 59	8 29	418 00	18 00	75 00
Leduc, Alta.....	6,493 96	4,048	84,792 54	730 73	1,033	25,300 91	2,564 46	256 56	26 81	1,620 00	414 00	300 00
Lethbridge, Alta.....	1,535 01	879	12,135 01	68 67	172	5,331 90	310 08	38 78	5 15	430 00	33 00	75 00
Lumsden, Assa.....	1,838	1,838	27,886 79	172 36	543	15,671 66	996 17	95 46	20 66	1,022 00	23 50	200 00
*Macdon, Assa.....	450 73	12	221 76	1 11	8	457 91	30 00	.....	0 49	159 18	.....	15 00
Magrath, Alta.....	703 76	749	9,808 19	57 44	97	2,051 16	57 35	31 38	3 73	274 00	.....	30 00
Manor, Assa.....	767 52	381	9,476 78	49 66	141	4,545 95	327 50	30 13	5 84	260 00	8 00	25 00
Maple Creek, Assa.....	2,472 00	1,414	21,641 86	145 01	394	9,930 77	523 20	73 91	15 00	742 00	40 00	150 00
Medicine Hat, Assa.....	3,685	685	63,176 70	396 66	700	19,285 67	1,647 94	190 70	32 06	1,420 00	16 00	275 00
Melfort, Sask.....	711 91	984	13,780 20	71 82	106	4,042 74	178 00	39 78	1 75	170 00	2 25	15 00
Milestone, Assa.....	972 59	926	12,367 34	66 66	222	7,471 38	225 77	45 92	2 22	310 00	.....	35 00
Millerville, Alta.....	643 04	51	526 37	4 48	29	782 83	103 40	2 92	1 20	186 00	.....	20 00
*Millet, Alta.....	364 28	144	1,764 79	9 85	13	223 72	108 15	4 24	1 20	116 00	2 00	10 00
Moose Jaw, Assa.....	7,889 21	4,078	79,663 73	465 01	1,088	25,347 35	1,850 97	239 99	38 42	1,922 00	44 17	350 00
Moosomin, Assa.....	4,889 27	1,125	21,910 40	126 07	929	22,252 06	3,682 34	74 53	35 45	1,316 00	120 00	250 00
North Portal, Assa.....	358 19	594	14,097 79	65 03	114	1,565 19	147 10	40 13	1 77	164 00	.....	10 00
Nutana, Sask.....	221 50	191	2,020 33	12 89	54	925 08	48 29	7 01	1 51	134 00	1 00	15 00
Okotoks, Alta.....	1,263 98	663	12,148 89	64 70	213	7,207 78	393 96	36 07	8 99	402 00	6 00	75 00
Olds, Alta.....	1,757 83	1,729	19,895 58	117 14	455	12,937 82	634 08	71 16	10 53	540 00	10 00	100 00
Oxbow, Assa.....	1,673	1,673	31,840 08	155 73	240	6,467 86	659 02	91 07	6 67	468 00	10 00	100 00
Pincher Creek, Alta.....	2,267 31	1,798	29,153 81	170 46	462	12,338 15	622 85	93 05	19 34	738 00	20 00	150 00
Ponoka, Alta.....	1,717 96	2,245	18,338 87	121 65	421	8,798 28	854 81	62 61	6 23	574 00	17 67	100 00
Prince Albert, Sask.....	5,249 03	2,812	42,331 66	248 07	1,435	25,372 37	2,286 05	147 11	16 09	1,462 50	152 00	262 50
Qu'Appelle, Sask.....	1,402 71	967	22,199 89	116 77	441	12,659 34	187 04	76 97	11 73	461 00	70 00	100 00
Qu'Appelle, Assa.....	1,543 70	1,156	14,370 81	84 45	264	7,539 00	180 19	48 89	3 89	368 00	.....	75 00
Raymond, Alta.....	4,001 58	3,252	36,751 37	227 25	1,195	32,922 90	1,576 88	139 65	19 40	988 00	10 00	200 00
*Redvers, Assa.....	498 63	27	848 74	3 31	1	25 00	90 75	2 33	0 56	110 00	3 17	10 00
Regina, Assa.....	2,736 52	4,770	65,381 89	433 10	6,009	96,799 45	23,160 67	242 22	51 78	1,192 44	165 00	29 16
Resthom, Sask.....	2,905 63	1,001	17,401 38	109 56	618	17,328 44	739 18	85 38	17 65	776 00	14 00	150 00
Rouleau, Assa.....	684 00	659	11,915 41	56 60	181	6,090 43	255 37	41 36	5 25	160 00	.....	15 00
St. Albert, Alta.....	388 10	372	9,036 08	46 65	108	2,781 90	190 48	27 49	1 95	140 00	28 00	15 00
Saltcoats, Assa.....	1,197 10	880	18,637 15	98 13	241	6,744 40	312 35	64 24	1 95	434 00	14 00	75 00
Saskatoon, Sask.....	4,195 45	1,808	26,504 32	159 01	887	23,810 91	893 13	112 55	15 04	1,200 00	160 00	225 00
Saskatoon, Assa.....	1,208 70	709	15,010 95	80 67	154	4,976 72	255 68	46 03	8 91	442 00	.....	75 00
Sintuluta, Assa.....	2,241 54	1,067	15,886 46	99 54	302	7,711 81	597 34	51 15	6 11	678 00	30 00	125 00
South Qu'Appelle, Assa.....	3,490 54	2,170	23,853 63	156 11	582	14,251 67	836 90	80 23	1 46	900 00	18 00	175 00
Strathcona, Alta.....	1,465 79	602	10,824 17	72 85	59	4,180 87	134 64	34 82	2 76	396 00	5 00	75 00
Swift Current, Assa.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

<sup>a</sup> Including 67 cts. arrears.

<sup>b</sup> Including commission on box rents.

<sup>c</sup> Accounting from June 1, 1904.

<sup>d</sup> Accounting from March 1, 1904.

<sup>e</sup> Accounting from September 1, 1903.

<sup>f</sup> Accounting from June 1, 1904.

<sup>g</sup> Accounting from June 1, 1904.

<sup>h</sup> Accounting from June 1, 1904.

<sup>i</sup> Accounting from June 1, 1904.

<sup>j</sup> Accounting from June 1, 1904.

<sup>k</sup> Accounting from June 1, 1904.

<sup>l</sup> Accounting from June 1, 1904.

<sup>m</sup> Accounting from June 1, 1904.

<sup>n</sup> Accounting from June 1, 1904.

<sup>o</sup> Accounting from June 1, 1904.

<sup>p</sup> Accounting from June 1, 1904.

<sup>q</sup> Accounting from June 1, 1904.

<sup>r</sup> Accounting from June 1, 1904.

<sup>s</sup> Accounting from June 1, 1904.

<sup>t</sup> Accounting from June 1, 1904.

<sup>u</sup> Accounting from June 1, 1904.

<sup>v</sup> Accounting from June 1, 1904.

<sup>w</sup> Accounting from June 1, 1904.

<sup>x</sup> Accounting from June 1, 1904.

<sup>y</sup> Accounting from June 1, 1904.

<sup>z</sup> Accounting from June 1, 1904.

<sup>aa</sup> Accounting from June 1, 1904.

<sup>ab</sup> Accounting from June 1, 1904.

<sup>ac</sup> Accounting from June 1, 1904.

<sup>ad</sup> Accounting from June 1, 1904.

<sup>ae</sup> Accounting from June 1, 1904.

<sup>af</sup> Accounting from June 1, 1904.

<sup>ag</sup> Accounting from June 1, 1904.

<sup>ah</sup> Accounting from June 1, 1904.

<sup>ai</sup> Accounting from June 1, 1904.

<sup>aj</sup> Accounting from June 1, 1904.

<sup>ak</sup> Accounting from June 1, 1904.

<sup>al</sup> Accounting from June 1, 1904.

<sup>am</sup> Accounting from June 1, 1904.

<sup>an</sup> Accounting from June 1, 1904.

<sup>ao</sup> Accounting from June 1, 1904.

<sup>ap</sup> Accounting from June 1, 1904.

<sup>aq</sup> Accounting from June 1, 1904.

<sup>ar</sup> Accounting from June 1, 1904.

<sup>as</sup> Accounting from June 1, 1904.

<sup>at</sup> Accounting from June 1, 1904.

<sup>au</sup> Accounting from June 1, 1904.

<sup>av</sup> Accounting from June 1, 1904.

<sup>aw</sup> Accounting from June 1, 1904.

<sup>ax</sup> Accounting from June 1, 1904.

<sup>ay</sup> Accounting from June 1, 1904.

<sup>az</sup> Accounting from June 1, 1904.

<sup>ba</sup> Accounting from June 1, 1904.

<sup>bb</sup> Accounting from June 1, 1904.

<sup>bc</sup> Accounting from June 1, 1904.

<sup>bd</sup> Accounting from June 1, 1904.

<sup>be</sup> Accounting from June 1, 1904.

<sup>bf</sup> Accounting from June 1, 1904.

<sup>bg</sup> Accounting from June 1, 1904.

<sup>bh</sup> Accounting from June 1, 1904.

<sup>bi</sup> Accounting from June 1, 1904.

<sup>bj</sup> Accounting from June 1, 1904.

<sup>bk</sup> Accounting from June 1, 1904.

<sup>bl</sup> Accounting from June 1, 1904.

<sup>bm</sup> Accounting from June 1, 1904.

<sup>bn</sup> Accounting from June 1, 1904.

<sup>bo</sup> Accounting from June 1, 1904.

<sup>bp</sup> Accounting from June 1, 1904.

<sup>bq</sup> Accounting from June 1, 1904.

<sup>br</sup> Accounting from June 1, 1904.

<sup>bs</sup> Accounting from June 1, 1904.

<sup>bt</sup> Accounting from June 1, 1904.

<sup>bu</sup> Accounting from June 1, 1904.

<sup>bv</sup> Accounting from June 1, 1904.

<sup>bw</sup> Accounting from June 1, 1904.

<sup>bx</sup> Accounting from June 1, 1904.

<sup>by</sup> Accounting from June 1, 1904.

<sup>bz</sup> Accounting from June 1, 1904.

<sup>ca</sup> Accounting from June 1, 1904.

<sup>cb</sup> Accounting from June 1, 1904.

<sup>cc</sup> Accounting from June 1, 1904.

<sup>cd</sup> Accounting from June 1, 1904.

<sup>ce</sup> Accounting from June 1, 1904.

<sup>cf</sup> Accounting from June 1, 1904.

<sup>cg</sup> Accounting from June 1, 1904.

<sup>ch</sup> Accounting from June 1, 1904.

<sup>ci</sup> Accounting from June 1, 1904.

<sup>cj</sup> Accounting from June 1, 1904.

<sup>ck</sup> Accounting from June 1, 1904.

<sup>cl</sup> Accounting from June 1, 1904.

<sup>cm</sup> Accounting from June 1, 1904.

<sup>cn</sup> Accounting from June 1, 1904.

<sup>co</sup> Accounting from June 1, 1904.

<sup>cp</sup> Accounting from June 1, 1904.

<sup>cq</sup> Accounting from June 1, 1904.

<sup>cr</sup> Accounting from June 1, 1904.

<sup>cs</sup> Accounting from June 1, 1904.



## APPENDIX C—Continued.

STATEMENT showing the Accounting Offices in operation, &amp;c., in North-west Territories—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wapella, Assa.....	1,959 78	811	20,799 17	101 95	300	6,228 43	1,097 35	64 00	4 66	25 99	632 00	40 00	125 00
Wetaskwin, Alta.....	4,912 74	3,362	42,580 11	237 32	1,148	30,753 84	1,479 80	165 04	0 21	20 26	1,236 00	70 68	250 00
Weyburn, Assa.....	2,626 59	2,007	27,027 50	146 36	616	18,719 53	792 28	100 90	.....	11 38	578 00	1 75	125 00
Whitewood, Assa.....	2,071 16	927	18,123 94	106 55	514	16,747 42	934 88	74 95	6 09	21 62	632 00	68 00	125 00
Wolsley, Assa.....	2,864 59	1,617	38,272 10	179 11	497	14,739 40	1,006 76	108 49	14 90	19 61	785 00	104 00	130 00
Yellow Grass, Assa.....	964 09	1,791	15,959 37	74 25	230	8,661 05	238 85	48 51	1 11	4 08	280 00	.....	30 00
Yorkton Assa.....	4,611 58	3,235	49,672 42	303 87	985	25,739 21	1,888 62	167 67	0 55	9 52	1,321 50	95 00	250 00
Non-accounting Post Offices.....	42,708 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,377 93	440 44	558 46
Less—Value of postage stamps affixed to postal notes.....	250,990 29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	263 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	250,737 29	113,180	1,822,408 00	10,888 36	4,1287	1,021,097 50	90,355 06	6,072 11	397 48	920 84	70,649 59	3,678 90	8,377 62



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## APPENDIX C—Continued.

## YUKON.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S.B. business.	Compensation paid to Postmasters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$ cts.		\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bonanza.....	1,451 25	2,237	96,233 39	737 75	111	6,241 60	8 25				a		
Caribou Crossing..	234 82	433	15,060 49	113 04	36	1,205 55					a		
Dawson.....	15,636 21	14,255	655,663 91	4,746 80	1,436	72,352 35	698 10				a		
*Dominion.....	219 72	338	14,946 99	112 10	10	537 98	3 00				a		
+Gold Run.....	145 17	72	3,223 37	23 44	4	300 00					a		
+Granville.....	222 56	82	4,466 61	31 08	2	120 00					a		
Hunker.....	332 00	486	21,111 70	153 14	23	1,205 85	17 00				a		
+Sulphur.....	84 12	26	2,361 55	17 36	1	20 00					a		
White Horse.....	2,352 87	2,358	64,215 23	541 90	410	15,660 68	243 96				a		
Non-accounting Post Offices.....	741 85										a		
Less—Value of postage stamps affixed to postal notes.....	21,470 68												
Totals.....	21,441 40	20,307	877,289 24	6,466 61	2,033	97,644 01	970 31						

\* Accounting from Nov. 2, 1903.

† Accounting from June 1, 1904.

a Salary, etc., entered in Auditor General's report.

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## APPENDIX C—Continued.

## BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid, and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1904.

Name of Office.	Gross Postal Revenue.		Number of Money Orders issued.	Total Amount of Money Orders issued.		Total Commission received from Public.		Number of Money Orders paid.	Total Amount of Money Orders paid.		Total Amount of Postal Notes paid.	Compensation paid to Postmasters on O. business.		Compensation paid to Postmasters on S. B. business.		Compensation paid to Postmasters on P. N. business.		Salary.	Forward Allowance.		Allowance towards Rent, Fuel and Light.
	\$	cts.		\$	cts.	\$	cts.		\$	cts.		\$	cts.	\$	cts.	\$	cts.		\$	cts.	
Abbottsford .....	407 30		290	9,749 63		39 92	196	2,558 96		217 30	29 92		0 24		3 82		145 00	26 00		15 00	
Agassiz .....	652 16		565	5,930 55		37 40	109	2,717 90		373 83	17 47		2 01		1 66		320 00			75 00	
Ainsworth .....	234 19		445	11,788 64		102 88	41	817 41		35 49	33 14				1 05		130 00			10 00	
Alberni .....	424 49		405	5,574 11		39 18	224	4,261 12		192 62	17 99		2 04		6 83		250 00	3 00		20 00	
Aldergrove .....	69 92		41	497 65		2 88	28	595 53		52 50	1 79				1 09		30 00				
Armstrong .....	1,284 01		1,145	16,333 79		96 63	178	4,703 73		1,044 78	47 09		3 74		5 83		384 00	12 00		75 00	
Arrowhead .....	862 79		706	15,886 35		90 65	48	1,399 56		227 49	44 51		19 90		3 26		134 00	98 00		15 00	
Ashcroft .....	1,890 81		1,317	19,644 29		121 46	537	15,500 71		1,228 64	58 68		6 03		12 79		680 00	460 00		125 00	
Atlin .....	1,289 65		2,650	80,407 42		348 38	213	10,599 30		195 35							d				
+ Bamfield .....	291 44		50	658 07		4 56	1	16 65		27 00	1 81				1 65		25 00				
Barkerville .....	518 28		617	15,806 49		81 03	69	1,913 49		149 65	44 77		14 51		3 40		238 00			25 00	
Barnet .....	384 62		665	16,494 32		145 53	22	542 26		4 62	45 57				0 99		130 00			10 00	
+ Beaumont .....	605 53		356	2,776 55		39 16	13	202 90		23 40	7 95				0 79		178 00			20 00	
Beaver .....	236 99		260	2,884 58		20 91	15	524 45		51 12	8 14				0 58		80 00			5 00	
* Camborne .....	669 80		423	9,008 84		47 85	36	664 08		197 85	24 77				5 85		205 00			20 00	
Camp McKinney .....	232 82		287	6,579 52		32 48	45	1,017 55		25 83	19 16		3 18		2 03		188 00	30 00		10 00	
Cascade .....	254 91		408	4,804 29		34 61	47	866 47		67 25	14 11				1 48		210 00	3 00		10 00	
Central Park .....	111 33		128	835 58		6 86	30	638 05		19 50	2 67				0 69		64 00			5 00	
Chemainus .....	1,119 26		1,865	32,527 90		193 06	185	2,986 11		178 26	92 47		7 99		1 07		412 00	7 00		75 00	
Chilliwack .....	1,887 63		1,359	25,401 22		126 87	393	10,984 04		856 36	77 52		16 52		13 80		612 00	58 00		125 00	
Chilliquot .....	131 66		200	4,317 84		24 83	32	902 11		52 90	12 50				0 81		70 00			5 00	
Clayquot .....			289	9,439 40		41 46	44	1,292 03		139 25	27 50				5 36		300 00	20 00		75 00	
Clinton .....	608 98		374	5,525 20		34 25	94	1,498 31		152 26	16 96				2 38		88 00	22 00		10 00	
Cloverdale .....	275 89		76	516 03		4 69	7	162 84		6 45	1 48				0 86		80 00			5 00	
+ Cobble Hill .....	188 74		741	7,896 34		55 54	78	1,434 71		87 90	23 20				1 84		230 00			15 00	
Columbia .....	281 46		827	16,871 55		80 38	148	5,492 51		36 75	54 24		6 03		2 59		152 00	10 00		15 00	
Comox .....	403 06																			5 00	
Corfield .....	108 60		126	1,250 61		12 49	23	454 96		20 05	4 22				0 81		54 00				



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Courtenay	198 37	796	14,676 28	84 27	81	2,108 64	41 70	40 66	.....	1 61	80 00	.....	5 00
Coutlee	134 12	141	2,331 99	17 76	29	1,349 59	23 90	9 46	.....	1 04	55 00	.....	5 00
Cranbrook	6,082 57	4,415	75,534 81	509 19	1,004	20,775 23	1,572 01	214 98	22 65	12 63	1,400 00	68 00	275 00
Crofton	575 94	939	14,332 23	87 17	59	876 13	68 20	40 31	.....	1 44	212 00	.....	20 00
Cumberland	5,156	5,156	169,004 91	723 93	678	16,445 79	261 30	466 51	77 02	0 56	556 00	.....	100 00
Duncan's Station	1,834 35	1,580	23,811 40	159 24	630	13,516 15	686 08	70 80	17 33	12 68	590 00	70 00	125 00
† Eholat	538 48	224	3,266 91	19 10	7	56 70	64 10	8 98	.....	1 93	232 00	.....	25 00
Enderby	1,033 36	425	5,490 19	35 40	136	3,208 36	482 60	16 74	.....	8 29	286 00	.....	30 00
Erie	1,97 50	434	10,566 16	51 53	39	3,515 12	65 25	37 84	.....	3 03	170 00	.....	10 00
Esquimalt	1,506 46	979	10,999 32	122 44	176	3,917 19	44 00	97 84	.....	1 15	300 00	.....	25 00
Fairview	788 41	787	13,346 90	70 48	168	3,828 82	397 08	38 53	0 98	4 52	330 00	.....	35 00
Ferguson	737 43	1,165	20,086 01	110 53	92	3,024 17	184 75	55 77	.....	2 82	312 00	.....	30 00
Fernie	5,526 18	7,618	202,984 97	1,670 53	880	18,600 57	1,305 39	573 70	197 16	18 29	1,416 00	2 00	275 00
Field	709 77	414	12,933 84	108 54	37	1,009 11	116 65	35 91	8 65	1 55	294 00	.....	30 00
Fort Steele	804 68	685	10,416 01	56 03	340	5,936 88	433 45	30 73	1 62	4 78	420 00	.....	75 00
Galiano	193 31	101	1,198 14	7 34	30	871 03	17 75	5 28	.....	1 86	64 00	.....	.....
† Gladstone	19 71	21	608 00	6 20	4	44 50	11 00	1 67	.....	.....	12 04	.....	.....
Golden	2,249 50	1,427	26,109 85	172 46	371	5,603 46	1,016 81	75 04	8 70	13 18	684 00	75 00	150 00
α Grande Prairie	193 31	10	583 53	1 88	4	160 39	.....	1 62	.....	0 50	60 00	4 00	.....
Grand Forks	2,191	2,191	36,353 54	225 51	928	23,603 71	1,503 79	127 02	22 73	38 25	1,100 00	435 76	225 00
Greenwood	3,686	3,686	52,097 39	345 77	781	15,013 60	1,619 10	153 87	43 88	12 83	1,180 00	30 00	250 00
Haleyon Hot Springs	139 15	159	4,077 76	17 60	19	214 18	109 79	11 26	.....	2 16	78 00	.....	5 00
Harrison River	353 86	150	2,683 15	16 92	16	261 15	107 20	7 38	.....	2 85	286 00	.....	30 00
Hatzic	184 89	105	1,537 99	8 02	49	1,819 06	99 37	4 42	.....	1 89	78 00	.....	5 00
† Hedley	586 41	619	12,204 54	59 47	25	604 21	132 12	34 07	.....	5 45	138 50	.....	16 25
Heriot Bay	101 30	134	1,623 71	9 28	19	204 68	17 75	4 65	.....	1 13	48 00	.....	5 00
Hope	92 68	71	969 56	5 93	25	400 92	26 35	3 25	.....	1 65	60 00	.....	5 00
Illicilewaet	131 75	94	2,872 55	26 45	6	209 80	31 40	8 06	.....	1 19	70 00	.....	5 00
Kamloops	5,919 87	2,002	30,356 32	206 20	1,058	20,005 17	4,931 44	93 57	19 46	20 66 <sup>e</sup>	1,723 80	60 00	.....
Kaslo	2,184 43	1,249	17,860 88	112 21	797	16,036 32	1,371 08	54 70	13 35	11 35	900 00	246 68	175 00
Kelowna	1,163 71	1,108	20,318 17	111 75	172	4,736 06	643 13	58 12	8 19	7 69	380 00	.....	75 00
Keremeos	205 27	294	4,614 66	24 76	16	681 54	113 35	12 79	.....	1 75	100 00	.....	10 00
Kimberley	80 14	387	5,080 48	27 98	23	271 26	22 75	13 89	.....	1 02	170 00	.....	10 00
Lac la Hache	207 90	47	1,088 75	7 43	2	50 00	19 20	2 98	.....	0 72	108 00	.....	5 00
Ladner	1,263 73	1,422	24,818 85	133 94	340	7,881 25	272 85	75 22	3 49	6 34	460 00	4 00	75 00
Ladysmith	2,390 14	5,123	85,055 06	527 37	970	15,783 79	485 57	246 50	50 08	2 13	614 00	.....	125 00
Langley	330 06	513	7,252 64	43 23	112	2,183 15	188 45	21 73	0 73	2 43	120 00	.....	10 00
Lillooet	510 17	545	9,975 86	48 68	100	2,901 65	87 20	29 54	0 55	2 60	220 00	.....	20 00
Lytton	543 36	570	9,797 76	61 28	47	4,100 82	169 55	27 90	5 58	4 09	200 00	20 00	20 00
Marysville	285 88	440	6,956 78	37 30	33	991 29	101 20	19 76	1 06	2 99	80 00	.....	5 00
Mayne	202 61	312	4,082 60	25 70	57	1,267 90	105 75	11 76	.....	2 38	96 00	.....	5 00
Michel	1,756 05	3,102	85,412 68	670 25	154	4,038 90	175 05	238 53	82 08	2 92	452 00	2 25	75 00
Midway	385 30	897	14,262 00	70 93	130	3,381 65	240 93	42 98	.....	2 19	200 00	90 00	20 00
Mission City	895 74	1,020	12,706 13	76 80	250	6,411 09	661 07	37 98	5 96	5 64	362 00	20 00	75 00
Morrissey	334 73	687	21,729 12	171 85	72	2,005 98	34 25	62 48	.....	0 55	405 00	8 00	15 00
c Morrissey Mines	292 06	222	4,175 16	20 21	11	328 25	7 00	11 48	.....	1 92	61 25	.....	5 00

† Accounting from Feb. 1, 1904.      \* Accounting from August 1, 1903.      § Accounting from Nov. 1, 1903.      || Closed Sept. 30, 1903.      a Non-accounting from Sept. 30, 1903.      b Accounting from Sept. 1, 1903.      c Accounting from March 1, 1904.      d Salary, etc., entered in Auditor General's report.      e Including commission on box rents.      f Including \$1.33 arrears.



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APPENDIX C—Continued.  
STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—Concluded.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to masters on M. O. business.	Compensation paid to masters on S. B. business.	Compensation paid to masters on P. N. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.	\$	cts.
Mount Sicker.....	642 92	1,224	27,815 56	149 56	90	2,140 36	142 75	77 56	.....	2 87	234 00	.....	25 00
Mayne.....	830 80	1,308	20,056 73	110 42	105	2,337 99	201 13	57 03	5 47	3 50	360 00	.....	75 00
Nakusp.....	697 17	374	9,438 89	63 95	105	2,954 06	477 53	29 43	.....	8 25	282 00	8 00	30 00
Nanaimo.....	7,866 38	6,226	77,587 58	536 54	3,247	103,596 93	1,644 40	242 15	169 43	4 00	2,612 89	392 00	.....
Nelson.....	14,806 44	3,035	51,903 23	393 47	3,401	70,084 79	7,217 25	170 26	31 46	22 83	4,270 86	500 00	150 00
New Denver.....	1,023 09	896	11,872 26	75 49	237	5,516 72	475 46	35 71	13 51	9 07	410 00	19 98	75 00
New Westminster.....	11,727 80	5,534	78,587 93	575 15	3,049	65,240 40	6,655 53	258 00	32 94	23 89	3,440 76	200 00	.....
Nicola Lake.....	382 24	497	8,608 87	48 84	83	2,997 81	157 00	24 39	0 62	3 86	160 00	34 00	15 00
North Bend.....	322 73	120	2,128 50	15 20	29	420 58	49 45	6 17	4 32	2 74	140 00	.....	10 00
North Vancouver.....	170 54	5	121 25	0 45	4	86 47	.....	0 35	.....	0 37	60 00	.....	5 00
150 Mile House.....	513 43	309	7,796 48	40 96	28	584 56	57 65	21 54	.....	4 70	239 00	90 00	20 00
Paliser.....	218 43	104	1,849 27	13 76	7	117 59	23 35	5 22	.....	2 09	102 00	.....	10 00
Peachland.....	385 85	133	2,068 04	10 40	110	2,064 48	209 71	8 16	.....	7 03	158 00	3 00	15 00
Phoenix.....	2,011 06	3,045	49,117 47	326 22	406	6,344 86	726 26	142 84	52 51	6 43	620 00	.....	125 00
Pilot Bay.....	53 81	71	780 39	6 49	14	396 77	15 25	2 31	.....	0 77	76 00	.....	5 00
Port Essington.....	605 22	773	19,186 34	114 19	62	1,452 59	68 79	53 44	0 46	1 26	232 00	12 00	25 00
Port Hammond.....	754 97	579	5,512 01	38 93	131	2,407 10	337 58	17 12	7 38	2 48	276 00	.....	30 00
Port Haney.....	263 63	110	1,537 71	8 82	80	1,519 11	113 85	6 22	.....	3 10	100 00	5 00	10 00
Port Moody.....	608 20	279	7,498 91	66 66	27	584 49	41 50	21 04	.....	1 64	276 00	.....	30 00
Port Simpson.....	308 53	272	5,708 14	27 00	57	1,500 68	28 50	16 13	.....	1 12	154 00	.....	15 00
Princeton.....	337 86	258	6,690 02	31 50	139	2,875 64	301 50	20 10	.....	4 77	158 00	.....	15 00
Queensland.....	428 19	524	7,431 85	44 65	35	1,200 95	89 70	21 65	4 02	3 28	220 00	10 00	20 00
Revelstoke.....	5,661 27	2,866	53,603 20	370 93	950	20,785 23	3,073 82	157 65	35 96	19 36	1,368 00	455 00	250 00
Rosland.....	9,547 47	4,365	76,917 58	529 91	2,466	36,553 72	3,152 92	253 31	65 10	22 05	63,446 96	136 00	137 49
Salmon Arm.....	508 01	229	3,552 70	19 96	113	2,123 58	330 30	11 34	.....	4 01	186 00	4 00	20 00
Salt Spring Island.....	589 83	315	6,021 41	36 56	158	2,754 34	192 58	18 38	.....	4 11	192 00	.....	20 00
Sandon.....	1,501 09	1,432	28,947 73	158 90	303	4,677 74	707 03	83 34	19 93	4 54	720 00	25 00	125 00
Sapperton.....	674 10	376	5,174 71	46 49	102	2,235 21	184 66	14 98	.....	0 18	280 00	.....	30 00
Sardis.....	327 47	583	6,823 59	39 24	62	1,284 61	77 75	19 04	.....	3 28	146 00	3 00	15 00
Sidney.....	362 43	470	8,490 90	43 43	26	1,397 03	70 05	24 78	.....	1 46	150 00	.....	15 00
Silverton.....	360 03	507	7,358 63	46 28	66	1,305 45	69 08	20 65	.....	3 24	230 00	.....	100 00
Slocan.....	922 19	1,705	31,044 36	167 20	268	4,896 31	581 59	88 43	30 67	3 83	460 00	.....	100 00
Soda Creek.....	144 96	207	2,357 13	15 66	10	98 94	26 00	6 51	0 09	1 94	104 00	16 00	5 00











APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES





## APPENDIX D.

## NON-ACCOUNTING POST OFFICES.

REVENUE Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the Year ended June 30, 1904.

Name of Post Office	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
ABBOTT'S Corners.....	Missisquoi.....	Q 64 44	28 00		
Abenakis.....	Dorchester.....	Q 41 20	25 00		
Abenakis Springs.....	Yamaska.....	Q 167 00	70 00		5 00
Aberarder.....	Lambton, W.R.....	O 68 15	30 00		
Abercrombie.....	Pictou.....	N.S. 20 00	25 00		
Aberdeen.....	Grey, S.R.....	O 48 00	30 00		
Aberdeen.....	Inverness.....	N.S. 16 00	31 00		
*Aberdeen.....	Burrard.....	B.C. 10 00	1 67		
Aberdour.....	Bruce, W.R.....	O 35 50	40 00		
Abernethy.....	Assa, East.....	78 81	25 00		
Abigail.....	Brandon.....	M 17 91	25 00		
Abingdon.....	Wentworth, S.R.....	O 83 66	40 00		
Abram River.....	Yarmouth.....	N.S. 19 00	25 00		
Abrams Village.....	Prince East.....	P.E.I. 54 23	25 00		
Acacia.....	Norfolk, N.R.....	O 39 35	25 00		
Acaciaville.....	Digby.....	N.S. 123 87	25 00		
Acadie.....	Kent.....	N.B. 66 12	30 00	3 00	
Acadie Siding.....	Kent.....	N.B. 76 03	36 00	12 00	
Achosnach.....	Inverness.....	N.S. 12 20	25 00		
Acton's Corners.....	Leeds & Grenville, N.R.....	O 29 73	25 00		
Adair.....	Assa, East.....	82 27	32 00		
Adamsville.....	Bruce, N.R.....	O 32 41	25 00		
Adamsville.....	Brome.....	Q 153 88	75 00		5 00
Adamsville.....	Kent.....	N.B. 81 52	25 00		
Adderley.....	Megantic.....	Q 21 75	25 00		
Addingham.....	Macdonald.....	M 62 98	25 00		
Addington Forks.....	Antigonishe.....	N.S. 15 21	25 00		
Adelaide.....	Middlesex, W.R.....	O 140 06	76 00		5 00
Adelphi.....	Yale & Cariboo.....	B.C. 106 62	36 00		
Admaston.....	Renfrew, S.R.....	O 60 90	44 00		
Admiral Rock.....	Hants.....	N.S. 30 00	25 00		
Adolphe.....	Middlesex, W.R.....	O 45 50	30 00		
Aetna.....	Alta.....	69 25	25 00		
Afton.....	Antigonishe.....	N.S. 122 46	48 00	14 00	
Afton Road.....	Queen's East.....	P.E.I. 5 00	25 00		
Afton Station.....	Antigonishe.....	N.S. 21 48	25 00		
Agricola.....	Alta.....	56 65	36 00		
†Aguanish.....	Chicoutimi & Sag.....	Q 11 00	25 00		
Ahmie Lake.....	Muskoka & Parry Sd.....	O 35 86	25 00		
Ahoussat.....	Vancouver.....	B.C. 39 21	25 00		
Ahuntsic.....	Laval.....	Q 228 33	44 00	6 00	
Aikenside.....	Brandon.....	M 59 00	28 00		
†Ainslie Glen.....	Inverness.....	N.S. 6 00	2 08		
Aird.....	Missisquoi.....	Q 29 73	25 00		
Airdrie.....	Alta.....	201 00	25 00		
Airlie.....	Simcoe, S.R.....	O 25 75	25 00		
Air Line Junction.....	Welland.....	O 53 68	25 00		
Aitkin's Ferry.....	King's.....	P.E.I. 109 50	45 00		5 00

\*Closed 1-8-03.  
night allowance.

†Opened 1-6-04.

‡Winter office, opened 1-11-03.

|| including \$6 for

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Akerly.....	Sunbury & Queen's...N.B	6 00	25 00		
Alaindale.....	Lotbinière.....Q	26 00	25 00		
Alamo.....	Yale & Cariboo.....B.C	31 40	44 00		
Alba.....	Inverness.....N.S	21 00	25 00		
Alba.....	Renfrew. N.R.....O	25 64	25 00		
Albanel.....	Chicoutimi & Saguenay Q	82 75	25 00		
Albany.....	Prince East.....P.E.I	156 50	68 00	68 00	5 00
Albany Cross.....	Annapolis.....N.S	31 25	25 00		
Alberry Plains.....	Queen East.....P.E.I	22 61	25 00		
Albert.....	Hastings, E.R.....O	54 92	25 00		
Albert Bridge.....	Cape Breton.....N.S	42 59	25 00		
Albert Canyon.....	Yale & Cariboo.....B.C	70 84	40 00		
Albertine.....	Victoria.....N.B	48 75	25 00		
Albert Mines.....	Albert.....N.B	117 25	56 00		5 00
*Albert Mines.....	Sherbrooke.....Q	148 06	22 92		
Alborton.....	Wentworth N. & Brant O	202 70	70 00		5 00
Albion.....	King's.....P.E.I	28 72	25 00		
Albuna.....	Essex, S.R.....O	29 62	25 00		
Albury.....	Prince Edward.....O	4 00	25 00		
Alcester.....	Brandon.....M	17 44	25 00		
Aldboro'.....	Elgin, W.R.....O	55 00	36 00		
Alder.....	York, N.R.....O	8 00	25 00		
Alder Point.....	Cape Breton.....N.S	16 96	25 00		
Alder River.....	Guysborough.....N.S	13 00	25 00		
Aldershot.....	Wentworth, S.R.....O	152 49	74 00		5 00
Aldersville.....	Lunenburg.....N.S	28 87	23 00		
Alderville.....	Northumberland, W.R.O	17 14	25 00		
Aldina.....	Sask.....	23 83	25 00	3 33	
Aldouane.....	Kent.....N.B	29 60	25 00		
Alert Bay.....	Burrard.....B.C	239 80	100 00		10 00
Alexander.....	Inverness.....N.S	31 92	28 00	8 00	
Alexandra.....	Queen's East.....P.E.I	26 91	25 00		
Alexandria.....	Yale & Cariboo.....B.C	88 38	60 00	9 00	5 00
Alexandrina.....	Kent.....N.B	14 94	25 00		
Alexis Creek.....	Yale & Cariboo.....B.C	103 19	42 00		
Alfred Centre.....	Prescott.....O	50 11	25 00		
Algonquin Park.....	Nipissing.....O	26 48	25 00		
Alice.....	Renfrew, N.R.....O	45 43	25 00		
Alison.....	Westmoreland.....N.B	6 00	25 00		
Alkali Lake.....	Yale & Cariboo.....B.C	32 50	25 00		
Allanburg.....	Welland.....O	165 40	75 00		5 00
Allandale.....	York.....N.B	17 00	25 00		
Allanlea.....	Macdonald.....M	26 93	25 00		
Allan Park.....	Grey, S.R.....O	107 03	50 00	7 00	5 00
Allan's Corners.....	Chateauguay.....Q	168 00	70 00		5 00
Allan's Mills.....	Lanark, S.R.....O	84 60	40 00		
†Allard.....	Bonaventure.....Q	29 95	12 50		
Allen.....	Frontenac.....O	10 00	25 00		
†Allendale.....	Shelburne & Queen's.N.S	33 00	9 40		
Allen's Mills.....	Portneuf.....Q	52 97	25 00		
Allenwood.....	Simcoe, N.R.....O	67 37	36 00		
Allisonville.....	Prince Edward.....O	55 99	28 00		
Alliston.....	Queen's East.....P.E.I	52 00	25 00		
Alloa.....	Peel.....O	62 06	25 00		
Allsaw.....	Victoria, N.R.....O	11 98	25 00		
Allumette Island.....	Pontiac.....Q	33 00	25 00		
**Alluvia.....	New Westminster.....B.C	16 70	25 00		

\*Opened 1-8-03.

†Late Nouvelle West, opened 1-1-04.

‡Opened 15-2-04.

\*\*Late Mud Bay.

a including \$6.00 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Alma.....	Pictou..... N.S.	64 82	32 00		
Alma.....	Prince West..... P.E.I.	82 92	28 00		
Alma.....	Assa. East.....	22 87	25 00		
Alma Heights.....	Algoma..... O	1 00	25 00		
Almasippi.....	Lisgar..... M	28 50	25 00		
Almaville.....	Champlain..... Q	31 15	25 00		
Almira.....	York, E. R..... O	51 90	32 00		
Alport.....	Simcoe, E. R..... O	83 40	40 00		
Alsace.....	Muskoka & Parry Sd. O	45 75	25 00		
Alsfeldt.....	Grey, S. R..... O	281 07	136 09		15 00
Althorpe.....	Lanark, S. R..... O	19 36	25 00		
Alton.....	Colchester..... N.S.	46 15	25 00		
Altona.....	Ontario, W. R..... O	64 54	36 00		
Alva.....	Brome..... Q	63 16	25 00		
Alvena.....	Sask.....	28 00	25 00		
Alward.....	Westmoreland..... N.B.	18 25	25 00		
Amaguadus Pond.....	Cape Breton..... N.S.	23 77	25 00		
Amaranth Station.....	Wellington, N. R..... O	26 23	25 00		
Amber.....	York, E. R..... O	26 00	25 00		
Amberley.....	Huron, W. R..... O	119 12	66 00	5 00	5 00
Ambleside.....	Bruce, E. R..... O	9 00	25 00		
Ameliasburg.....	Prince Edward..... O	204 33	88 00		5 00
Amherst Point.....	Cumberland..... N.S.	34 00	25 00		
Amherst Street.....	Montreal..... Q	\$	\$		
Amiens.....	Middlesex, W. R..... O	17 00	25 00		
Amigari.....	Welland..... O	327 26	120 00		10 00
Amiro's Hill.....	Yarmouth..... N.S.	46 21	25 00		
Ammon.....	Westmoreland..... N.B.	6 00	25 00		
Amulree.....	Oxford, N. R..... O	61 40	34 00		
Anacanda.....	Yale & Cariboo..... B.C.	135 05	96 00		5 00
Anagance Ridge.....	King's..... N.B.	20 50	25 00		
Ancienne Lorette.....	Quebec..... Q	101 62	64 00	3 00	5 00
Anderson.....	Perth, S. R..... O	85 68	36 00		
Anderson.....	Westmoreland..... N.B.	30 00	25 00		
Anderson's Corners.....	Huntingdon..... Q	61 00	26 00		
Andrew.....	Alta.....	54 27	25 00		
Andrewsville.....	Lanark, S. R..... O	49 90	36 00		
Ange Gardien.....	Montmorency..... Q	142 67	55 00		10 00
Ange Gardien de Rouville.....	Rouville..... Q	207 10	128 00		10 00
Angeline.....	Rouville..... Q	123 50	50 00	9 00	5 00
Angers.....	Labelle..... Q	254 61	121 00	3 00	10 00
Angus Ridge.....	Alta.....	13 32	25 00		
Annan.....	Grey, N. R..... O	134 10	76 00		5 00
Annesley.....	Pontiac..... Q	12 20	25 00		
Annidale.....	Sunbury & Queen's..... N.B.	24 10	25 00	12 00	
Annis.....	Yale & Cariboo..... B.C.	182 28	28 00		
Anson.....	Hastings, N. R..... O	46 00	25 00		
Ansonia.....	Algoma..... O	6 00	25 00		
Anten Mills.....	Simcoe, N. R..... O	81 60	36 00		
Anthracite.....	Alta.....	277 74	170 00		15 00
Antigonishe Harbour.....	Antigonishe..... N.S.	19 96	25 00		
Antigonishe Harbour (côté sud).....	Antigonishe..... N.S.	11 98	25 00		
Antioch.....	Muskoka & Parry Sd. O	14 00	25 00		
Antrim.....	Halifax..... N.S.	25 71	25 00		
Antrim.....	Lanark, N. R..... O	137 50	67 00		5 00
Anvil Island.....	Burrard..... B.C.	21 25	25 00		
Appin.....	Antigonishe..... N.S.	18 23	25 00		
Appin Road.....	Prince East..... P.E.I.	11 00	25 00		

\$For Revenue, etc. See Appendix C. under Montreal sub-offices, etc. || including \$30 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Appleby.....	Halton.....	O 112 99	42 00		
*Appleby Corner.....	Nipissing.....	O 16 50	11 47		
Appledore.....	Bothwell.....	O 18 00	25 00		
Apple Grove.....	Stanstead.....	Q 23 23	25 00		
Apple River.....	Cumberland.....	N.S 115 91	a74 00	12 00	5 00
Appleton.....	Lanark, N.R.....	O 232 97	90 00		10 00
Apto.....	Simcoe, N.R.....	O 20 48	25 00		
Arat.....	Assa, West.....	14 70	25 00		
†Arbakkka.....	Provencher.....	Man 7 19	6 25		
Arcadia.....	Yarmouth.....	N.S 259 00	96 00	9 00	10 00
Archer.....	Dundas.....	O 29 20	25 00		
Archibald.....	Colchester.....	N.S 28 25	25 00		
Archibald Settlement.....	Restigouche.....	N.E 17 96	25 00		
Ardal.....	Selkirk.....	M 46 50	25 00		
Ardness.....	Pictou.....	N.S 22 75	25 00		
Ardoch.....	Addington.....	O 123 71	56 00		5 00
Ardtrea.....	Simcoe, E.R.....	O 40 00	25 00		
Argyle.....	Victoria, N.R.....	O 129 16	64 00		5 00
Argyle.....	Carleton.....	N.B 25 75	25 00		
Argyle.....	Yarmouth.....	N.S 38 44	25 00	11 00	
Argyle.....	Selkirk.....	M 73 30	32 00		
Argyle Head.....	Yarmouth.....	N.S 81 46	32 00		
Argyle Shore.....	Prince East.....	P.E.I 12 00	25 00		
Argyle Sound.....	Yarmouth.....	N.S 59 00	30 00		
Ariel.....	Muskoka & Parry Sd.....	O 30 50	25 00		
Arisaig.....	Antigonishe.....	N.S 11 50	25 00		
cArizona.....	Macdonald.....	M 41 00	19 78		
Arkell.....	Wellington, S.R.....	O 70 40	36 00		
Arlington.....	Cardwell.....	O 20 00	25 00		
Arlington.....	King's.....	N.S 15 88	25 00		
Arlington.....	Prince West.....	P.E.I 24 00	25 00		
Armadales.....	York, E.R.....	O 31 00	25 00		
Armadales.....	King's.....	P.E.I 42 75	25 00	4 00	
Armagh.....	Bellechasse.....	Q 169 64	80 00	3 00	5 00
Armand.....	Témiscouata.....	Q 138 00	56 00		5 00
bArmond.....	Carleton.....	N.B 5 00	4 16		
Armstrong.....	King's.....	N.B 2 00	25 00		
Armstrong.....	Beauce.....	Q 14 00	25 00	9 00	
Armstrong's Brook.....	Restigouche.....	N.B 51 86	30 00		
Armstrong's Corner.....	Sunbury & Queen's.....	N.B 77 40	32 00		
Armstrong's Mills.....	Wellington, S.R.....	O 20 00	25 00		
Arner.....	Essex, S.R.....	O 97 70	50 00		5 00
Arnes.....	Selkirk.....	M 64 26	25 00		
Arnott.....	Grey, N.R.....	O 72 98	50 00		
Arnstein.....	Muskoka & Parry Sd.....	O 83 54	30 00		
Aroostook Junction.....	Victoria.....	N.B 190 62	106 00	8 00	10 00
Arrow River.....	Marquette.....	M 195 37	82 00	7 00	5 00
Arrowton.....	Marquette.....	M 1 00	25 00		
Arthurette.....	Victoria.....	N.B 67 75	25 00		
Arthurville.....	Bellechasse.....	Q 24 48	25 00		
Ascot Corner.....	Sherbrooke.....	Q 227 75	75 00	6 00	5 00
Assessippi.....	Marquette.....	M 177 23	40 00		
Ash.....	Halton.....	O 47 84	25 00		
Ashdad.....	Renfrew, S.R.....	O 32 77	25 00		
Ashdale.....	Antigonishe.....	N.S 7 00	25 00		
Ashfield.....	Inverness.....	N.S 27 71	25 00		
Ashgrove.....	Halton.....	O 84 45	32 00		
Ashiand.....	Carleton.....	N.B 22 75	25 00		

\*Opened 16-1-04. a including 24 night allowance. †Opened 1-4-04. c Closed 15-4-04. b Opened 1-5-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ashley.....	Grey, N.R.....	O 27 75	25 00		
Ashville.....	Marquette.....	Man 104 00	55 00		5 00
Asker.....	Alta.....	68 24	30 00		
Askilton.....	Inverness.....	N.S. 10 00	25 00		
Aspdin.....	Muskoka & Parry Sd.....	O 145 21	68 00		5 00
Aspen.....	Guysborough.....	N.S. 54 50	54 00		
Aspen Grove.....	Yale & Cariboo.....	B.C. 48 54	38 00		
Aspotogan.....	Lunenburg.....	N.S. 9 00	25 00		
Assametuquaghan.....	Bonaventure.....	Q 47 50	25 00		
Asselstine.....	Lennox.....	O 22 50	25 00		
Astleyville.....	Alta.....	21 25	25 00		
Aston Junction.....	Nicolet.....	Q 90 45	25 00		
Aston Station.....	Nicolet.....	Q 96 25	60 00		5 00
Atha.....	Ontario, W.R.....	O 29 75	25 00		
Athabasca Landing.....	Alta.....	175 38	70 00	**4 17	5 00
Athalmer.....	Yale & Cariboo.....	B.C. 80 24	56 00		
Athelstan.....	Huntingdon.....	Q 200 49	34 50		2 50
Atherley.....	Ontario, N.R.....	O 347 64	140 00		15 00
Atherton.....	Norfolk, N.R.....	O 42 50	25 00		
Athlone.....	Cardwell.....	O 137 60	60 00		5 00
Athol.....	Glengarry.....	O 67 19	36 00		
Atikokan.....	Algoma.....	O 187 00	56 00		5 00
Atkin.....	Middlesex, W.R.....	O 37 13	25 00		
Atkinson.....	Frontenac.....	O 22 73	25 00		
Atlanta.....	King's.....	N.S. 23 75	25 00		
Attercliffe.....	Wentworth, S.R.....	O 176 00	80 00		5 00
Attercliffe Station.....	Haldimand & Monck.....	O 146 50	60 00	9 00	5 00
Atwell.....	Selkirk.....	M 58 28	25 00		
Atwood's Brook.....	Shelburne & Queen's.....	N.S. 40 43	25 00		
Aubert Gallion.....	Beauce.....	Q 107 60	40 00		
Aubigny.....	Provencher.....	M 28 54	25 00		
Aubrey.....	Chateauguay.....	Q 142 65	62 00		5 00
Auburn.....	Queen East.....	P.E.I. 11 50	25 00	3 00	
Auburndale.....	Lunenburg.....	N.S. 18 98	25 00		
Audet.....	Beauce.....	Q 34 43	25 00		
Audley.....	Ontario, W.R.....	O 54 71	28 00		
Audrey.....	Assa. East.....	18 44	25 00		
Aughrim.....	Middlesex, W.R.....	O 30 00	25 00		
Augsburg.....	Renfrew, N.R.....	O 59 94	32 00		
Augustine Cove.....	Prince East.....	P.E.I. 68 40	26 00		
Auguston.....	Grey, E.R.....	O 24 95	25 00		
Auld's Cove.....	Guysborough.....	N.S. 22 05	25 00		
Aurigny.....	Gaspé.....	Q 44 75	25 00		
Auvergne.....	Portneuf.....	Q 104 42	42 00		
Avery's Portage.....	York.....	N.B. 46 24	25 00		
Avoca.....	Argenteuil.....	Q 151 00	68 00		5 00
Avon.....	Middlesex, W.R.....	O 191 09	94 00		10 00
Avon.....	Mégantic.....	Q 65 96	40 00		
Avonbank.....	Perth, S.R.....	O 31 00	30 00		
Avondale.....	Pictou.....	N.S. 23 00	28 00		
Avondale.....	Carleton.....	N.B. 70 03	30 00		
Avondale.....	Queen East.....	P.E.I. 16 65	25 00		
Avondale Station.....	Pictou.....	N.S. 55 79	25 00	8 00	
Avonhurst.....	Assa. West.....	51 50	25 00		
Avonmore.....	King's.....	N.B. 46 13	25 00		
Avonport.....	King's.....	N.S. 59 50	30 00		
Avonry.....	Bothwell.....	O 6 00	25 00		
Avonton.....	Perth, S.R.....	O 154 00	76 00	33 00	5 00

†Including \$12 night allowance.

\*\* Including 17 cents arrears.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aweme .....	Macdonald .....	M 25 04	25 00		
Axe Lake .....	Muskoka & Parry Sd...O	23 00	25 00		
Aylsworth .....	Algoma .....	O 21 71	30 00		
Azilda .....	Algoma .....	O 197 45	122 00	20 00	10 00
<b>B</b> ACCARO .....	Shelburne & Queen's N.S	98 12	50 00		5 00
Back Bay .....	Charlotte .....	N.B 116 90	55 00		5 00
Back Lands .....	Antigonishe. ....N.S	11 00	25 00		
Back Meadows .....	Pictou .....	N.S 14 50	25 00		
Back Shore .....	Pictou .....	N.S 7 50	25 00		
Baddeck Bay .....	Victoria .....	N.S 35 05	25 00	5 00	
Baddeck Bridge .....	Victoria .....	N.S 12 50	25 00		
Baddeck River, North Branch .....	Victoria .....	N.S 14 00	25 00		
Baddow .....	Victoria, N.R. ....O	28 45	25 00		
Badjeros .....	Grey, E.R. ....O	150 86	92 00		10 00
Baie de la Trinité .....	Chicoutimi & Saguenay.Q	24 02	25 00		
Baie des Bacons .....	Chicoutimi & Saguenay.Q	21 45	25 00		
Baie des Rochers .....	Charlevoix .....	Q 11 75	45 00		
*Baie d'Urfe .....	Jacques Cartier .....	Q 38 00	25 00		
Baie St. Paul .....	Selkirk .....	M 7 50	25 00		
Baie Verte Road .....	Westmoreland .....	N.B 21 00	25 00		
Baillargeon .....	Lévis .....	Q 179 00	74 00		5 00
Baillie .....	Charlotte .....	N.B 40 46	25 00	3 00	
Bairdsville .....	Victoria .....	N.B 24 10	25 00	4 00	
Baker Brook .....	Victoria .....	N.B 57 83	25 00		
Baker Settlement .....	Lunenburg .....	N.S 43 01	25 00		
Balaclava .....	Grey, N.R. ....O	45 00	40 00		
Balcarras .....	Assa. East .....	O 70 07	25 00		
Balderson .....	Lanark, S.R. ....O	164 29	68 00	5 00	5 00
Baldoon .....	Kent .....	O 28 00	25 00		
Baldwin .....	York, N.R. ....O	110 30	58 00		5 00
Baldwin's Mills .....	Stanstead .....	Q 203 11	84 00		5 00
Baldwin's Road .....	King's .....	P.E.I 21 00	25 00		
Baleine .....	Cape Breton .....	N.S 2 50	25 00		
Balfour .....	Prince Edward .....	O 9 20	25 00		
Balfour .....	Yale & Cariboo .....	B.C 29 20	25 00		
Balfour .....	King's .....	N.B 21 71	25 00		
Ballanttrae .....	Ontario, W.R. ....O	182 24	57 00		5 00
Ballantyne's Cove .....	Antigonishe. ....N.S	33 89	25 00		
Ballantyne's Station .....	Frontenac .....	O 10 00	25 00		
Ballinafad .....	Wellington, S.R. ....O	240 83	114 00		10 00
Ballyeroy .....	Cardwell .....	O 363 87	56 00		5 00
Ballyduff .....	Durham, E.R. ....O	60 75	25 00		
Ballymote .....	Middlesex, E.R. ....O	86 06	36 00		
Balmoral .....	Haldimand & Monck. O	94 26	46 00		5 00
Balmoral .....	Restigouche .....	N.B 50 71	25 00		
Balmoral Mills .....	Colchester .....	N.S 57 22	26 00		
Balmy Beach .....	York, E.R. ....O	+	+		
Balsam .....	Ontario, W.R. ....O	143 00	68 00		5 00
Balsam Bay .....	Selkirk .....	M 17 98	25 00		
Balsam Grove .....	Victoria, N.R. ....O	10 00	25 00		
Balsam Hill .....	Renfrew, S.R. ....O	19 95	25 00		
Balsam Lake .....	Victoria, N.R. ....O	17 00	25 00		
Baltic .....	Prince .....	P.E.I 40 25	25 00		
Balvenie .....	Renfrew, S.R. ....O	15 97	25 00		

† Including \$6 for night allowance. \* Summer office. † Including \$20 for night allowance.  
 † For Revenue, etc. See Appendix C. under Toronto, sub-offices, etc.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bamberg.....	Waterloo, N.R.....	O 95 00	36 00		
Banbury.....	Muskoka & Parry Sd..	O 23 65	25 00		
Banda.....	Simcoe, N.R.....	O 48 00	40 00		
Bangor.....	King's.....	P.E.I. 28 73	25 00		
Banks.....	Grey, E.R.....	O 46 64	25 00		
Banks of Broad Cove	Inverness.....	N.S. 15 00	25 00		
Banner.....	Oxford, S.R.....	O 41 05	25 00		
Bannockburn.....	Hastings, N.R.....	O 254 12	80 00		5 00
Bannon.....	Carleton.....	N.B. 12 00	25 00		
Barachois.....	Westmoreland.....	N.B. 21 25	25 00		
Barachois Harbour	Cape Breton.....	N.S. 47 94	30 00		
Barachois St. Louis..	Richmond.....	N.S. 27 69	25 00		
Barb.....	Prescott.....	O 106 64	44 00		
Bardal.....	Brandon.....	M 16 63	25 00		
Bardolph.....	Lennox.....	O 15 25	25 00		
Bardsville.....	Simcoe, E.R.....	O 25 71	25 00		
Bark Lake.....	Renfrew, S.R.....	O 15 00	25 00		
Barkway.....	Ontario, N.R.....	O 31 54	25 00		
Barnaby River.....	Northumberland.....	N.B. 201 99	75 00	3 00	5 00
Barnardo.....	Marquette.....	M 108 82	76 00		5 00
Barnesdale.....	Muskoka & Parry Sd..	O 65 50	38 00	3 00	
Barnesville.....	King's.....	N.B. 58 40	30 00		
Barney River Station	Pictou.....	N.S. 26 40	25 00		
Barney's Brook.....	Hants.....	N.S. 27 00	25 00		
Barney's River.....	Pictou.....	N.S. 134 60	80 06	7 00	5 00
Barnsley.....	Lisgar.....	M 41 67	28 00		
Barra Glen.....	Victoria.....	N.S. 21 75	25 00		
Barra Head.....	Richmond.....	N.S. 25 05	25 00		
Barrett.....	Addington.....	O 6 00	25 00		
Barrettsholme.....	Albert.....	N.B. 11 09	25 00		
Barretville.....	Essex, S.R.....	O 23 10	25 00		
Barriefield.....	Frontenac.....	O 280 00	88 00		5 00
Barrie-Island.....	Algoma.....	O 18 07	25 00		
Barrington.....	Huntingdon.....	Q 85 47	50 00		
Barrington West.....	Shelburne & Queen's	N.S. 22 75	25 00		
Barrio's Beach.....	Antigonish.....	N.S. 23 73	25 00		
Bar River.....	Algoma.....	O 59 87	25 00		
Barrow Bay.....	Bruce, N.R.....	O 177 60	88 00		10 00
c Barrows.....	.....	Sask. 48 08	8 33		
Barr Settlement.....	Hants.....	N.S. 12 00	25 00		
Barry's Corner.....	Lunenburg.....	N.S. 6 00	25 00		
Barryvale.....	Renfrew, S.R.....	O 68 00	48 00		
a Barryville.....	Northumberland.....	N.B. 10 00	12 50		
Barss' Corners.....	Lunenburg.....	N.S. 334 32	150 00	25 00	15 00
Bartholomew.....	Northumberland.....	N.B. 12 75	25 00		
Bartibog.....	Northumberland.....	N.B. 9 00	25 00		
Bartibog Bridge.....	Northumberland.....	N.B. 69 65	30 00		
Bartlett Mills.....	Charlotte.....	N.B. 36 90	25 00		
Barton.....	Digby.....	N.S. 169 70	77 00		5 00
Barwick.....	Algoma.....	O 188 68	110 00		10 00
Bas de la Baie.....	Charlevoix.....	Q 9 00	d37 00		
Bas de l'Anse.....	Charlevoix.....	Q 17 25	f30 00		
Bas de Ste Rose.....	Laval.....	Q 25 03	25 00		
Bas du Sault.....	Laval.....	Q 14 00	25 00		
Basin Depot.....	District of Nipissing	Q 30 00	28 00		
Bassin of Riv. in Inhabitants	Richmond.....	N.S. 26 91	25 00		
Basingstoke.....	Wentworth, S.R.....	O 53 90	28 00		

c Opened 1-3-03. a Opened 1-1-04. d Including \$12 night allowance. f Including \$5 night allowance for winter 1903-04.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
b Bassano.....	Alta	108 65	13 65		
Bassin.....	Chicoutimi..... Q	27 50	25 00		
Bassin du Lièvre.....	Labelle..... Q	79 96	40 00		
Basswood.....	Marquette..... M	309 56	98 00	3 00	10 00
Basswood Ridge.....	Charlotte..... N.B	11 00	25 00		
Bates.....	Lisgar..... M	58 00	60 00		
Bateston.....	Cape Breton..... N.S	22 73	31 00		
Batiscan Station.....	Champlain..... Q	232 34	80 00		5 00
Batoche.....	Sask	30 00	25 00		
Batteau.....	Simcoe, N.R..... O	74 98	48 00		
Battersea.....	Frontenac..... O	205 16	80 00	3 00	5 00
Battle Creek.....	Assa. West	70 56	25 00		
Battle River.....	Alta	25 74	25 00		
Baxter.....	Simcoe, S.R..... O	30 25	25 00		
Baxter's Harbour.....	King's..... N.S	25 00	25 00		
Baie du Vin Mills.....	Northumberland... N.B	12 94	25 00		
Bayer Settlement.....	Halifax..... N.S	5 00	25 00		
Bayfield.....	King's..... P.E.I	18 50	25 00		
Bay Fortune.....	King's..... P.E.I	31 75	25 00		
Bayham.....	Elgin, E.R..... O	93 05	*66 00		5 00
Bayonne.....	Joliette..... Q	105 00	30 00		
Bay Road Valley.....	Victoria..... N.S	18 75	e 29 50		
† Baynes Lake.....	B.C	12 00	2 08		
† Bayside.....	Halifax..... N.S	13 90	10 41		
Bayside.....	Hastings, W.R..... O	67 20	30 00		
Bayside.....	Northumberland... N.B	40 50	25 00	4 00	
Bayside.....	Charlotte..... N.B	20 14	25 00		
Bay St. Lawrence.....	Victoria..... N.S	62 92	a 32 50	3 00	
Bayswater.....	King's..... N.B	17 05	25 00		
Bayswater.....	Lunenburg..... N.S	18 75	25 00		
Bay View.....	Digby..... N.S	9 00	25 00		
Bay View.....	St. John..... N.B	9 10	25 00		
Bayview.....	Queen's West..... P.E.I	87 50	30 00		
Bayview.....	Grey, E.R..... O	47 84	30 00		
Beach Meadows.....	Shelburne & Queen's N.S	43 00	25 00		
Beach Point.....	Queen's East..... P.E.I	86 00	33 00		
Beaconsfield.....	Lisgar..... M	27 75	25 00		
Beaconsfield.....	Oxford, S.R..... O	65 39	25 00		
**Beaconsfield.....	Victoria..... N.B	9 00	21 80		
Bear Brook.....	Russell..... O	153 95	70 00		5 00
Bear Cave.....	Muskoka & Parry Sd. O	48 64	25 00		
Bear Cove, Chéticamp.....	Digby..... N.S	20 00	25 00		
Bear Cove.....	Halifax..... N.S	3 00	25 00		
Bear Creek.....	Macdonald..... M	58 88	25 00		
Bear Island.....	York..... N.B	39 44	25 00		
Bear Line.....	Kent..... O	35 00	30 00		
Bear Point.....	Shelburne & Queen's N.S	51 00	25 00		
Bear River.....	King's..... P.E.I	50 00	25 00		
Beaton.....	Yale & Cariboo..... B.C	212 30	96 00	30 00	10 00
Beaton's Mills.....	Queen's East..... P.E.I	15 25	25 00		
Beatrice.....	Muskoka & Parry Sd. O	50 00	28 00		
Beauce Junction.....	Beauce..... Q	249 95	102 00	14 00	10 00
Beauchene.....	Pontiac..... Q	335 00	25 00		
Beaudet.....	Portneuf..... Q	18 70	25 00		
Beaudoin.....	Mégantic..... Q	14 45	25 00		
Beaufort.....	Carleton..... N.B	30 00	25 00		

b Opened 15-12-03. Including \$4.50 night allowance. \*Including \$20 night allowance. c Including \$4.50 night allowance. † Opened 1-6-04. ‡ Re-opened 1-2-04. a Including \$7.50 night allowance.  
 \*\* Closed 15-3-04, Re-opened 1-5-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beaulac.....	Montcalm.....	Q 17 15	25 00		
Beaulieu.....	Montmorency.....	Q 135 03	40 00		
Beauly.....	Antigonishe.....	N.S. 8 00	25 00		
Beaumont.....	Bellechasse.....	Q 66 00	c42 00		
Beaumont.....	Westmoreland.....	N.B. 42 00	25 00		
Beaumont.....	Alta.....	71 35	35 00		
Beaumont East.....	Quebec.....	Q 60 00	25 00		
*Beaurepaire.....	Jacques Cartier.....	Q 41 75	25 00		
Beaurivage.....	Lotbinière.....	Q 223 04	87 00		5 00
*Beausejour.....	Rimouski.....	Q 101 92	22 92		
Beauvoir.....	Vaudreuil.....	Q 22 00	25 00		
Beaver.....	Huntingdon.....	Q 47 06	25 00		
Beaver.....	Macdonald.....	M 215 89	88 00		5 00
Beaver Bank.....	Halifax.....	N.S. 104 05	36 00	5 00	
Beaver Brook.....	Albert.....	N.B. 16 00	25 00		
Beaver Brook.....	Colchester.....	N.S. 43 50	30 00		
Beaver Cove.....	Cape Breton.....	N.S. 33 48	25 00	3 00	
Beaver Creek.....	Vancouver.....	B.C. 16 43	25 00		
Beaverdale.....	Grey, E. R.....	O 35 88	25 00		
Beaver Dale.....	Assa, East.....	45 03	25 00		
Beaver Dam.....	York.....	N.B. 24 75	25 00		
Beaver Harbour.....	Charlottetown.....	N.B. 145 24	60 00		5 00
Beaver Harbour.....	Halifax.....	N.S. 51 80	30 00		
Beaver Hills.....	Alta.....	30 00	28 00		
Beaver Lake.....	Alta.....	152 20	50 00	20 00	5 00
Beaver Meadow.....	Bothwell.....	O 26 10	25 00		
Beaver Point.....	Vancouver.....	B.C. 27 29	25 00		
Beaver Rapids.....	Marquette.....	M 24 25	25 00		
Beaver River.....	Digby.....	N.S. 119 20	58 00		5 00
Beaverton.....	Yale & Cariboo.....	B.C. 45 95	25 00		
*Beazer.....	Alta.....	26 08	14 58		
Beckstead.....	Dundas.....	O 22 79	25 00		
Beckwith.....	Cumberland.....	N.S. 41 77	25 00		
Bedequé.....	Prince East.....	P.E.I. 206 19	90 00	6 00	10 00
Bedford Mills.....	Addington.....	O 154 98	62 00		5 00
Beech Grove.....	Pontiac.....	Q 20 45	25 00		
Beech Hill.....	Albert.....	N.B. 21 75	25 00		
Beech Hill.....	Lunenburg.....	N.S. 18 00	25 00		
Beech Lane.....	Norfolk, S.R.....	O 24 00	25 00		
Beechmont.....	Cape Breton.....	N.S. 11 00	25 00		
Beechmont.....	Hastings, N.R.....	O 8 16	25 00		
Beech Ridge.....	Argenteuil.....	Q 40 00	25 00		
Beechwood.....	Antigonishe.....	N.S. 12 00	25 00		
Beechwood.....	Carleton.....	N.B. 123 62	50 00	7 00	5 00
Beersville.....	Kent.....	N.B. 39 67	25 00		
Beith.....	Huntingdon.....	Q 69 75	25 00		
*Beckett.....	Sask.....	10 00	6 25		
*Bekevar.....	Ass. East.....	12 00	12 50		
Belair.....	Portneuf.....	Q 77 00	32 00		
Belcourt.....	Selkirk.....	M 29 00	25 00		
Belfast.....	Huron, W.R.....	O 217 81	90 00		5 00
Belisle's Mills.....	Terrebonne.....	Q 132 95	56 00		5 00
Bella Bella.....	Burrard.....	B.C. 133 41	48 00		5 00
Bella Coola.....	Burrard.....	B.C. 99 16	42 00		
Bellamy's.....	Brockville.....	O 68 49	52 00		
Belle Anse.....	Gaspe.....	Q 104 51	a62 00		5 00
Belle Côte.....	Inverness.....	N.S. 92 00	b46 00		

c Including \$12 night allowance.

\* Summer office.

\* Opened 1-8-03.

d Opened 1-12-03.

† Opened 1-1-04. ‡ Opened 1-4-04. a Including \$6 night allowance. b Including \$12 night allowance.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Belle Creek.....	Queen's East..... P.E.I.	76 52	30 00		
Belledune.....	Gloucester..... N.B.	154 42	60 00		5 00
Belledune River.....	Gloucester..... N.B.	80 47	36 00		
Bellefleur.....	Victoria..... N.B.	49 97	25 00		
Bellegarde.....	Assa. East.....	23 25	25 00		
Belleisle.....	Annapolis..... N.S.	82 96	38 00		
Belleisle Bay.....	King's..... N.B.	13 98	25 00	3 00	
Belleisle Creek.....	King's..... N.B.	168 50	77 00	9 00	5 00
Belle Marche.....	Inverness..... N.S.	39 98	25 00		
Bellenden.....	Sunbury & Queen's..... N.B.	17 75	25 00		
Belle Plain.....	Assa. West.....	249 37	25 00		
Belle Prairie.....	Assa. East.....	14 00	25 00		
Bellerive.....	Beauharnois..... Q.	270 00	158 00		15 00
Belle Rivière.....	Deux Montagnes..... Q.	153 20	60 00		5 00
Belle Vallée.....	Missisquoi..... Q.	21 75	25 00		
Belleville.....	Carleton..... N.B.	6 00	25 00		
Belleville.....	Yarmouth..... N.S.	80 00	35 00		
Bell Ewart.....	Simcoe, S.R..... O.	123 67	50 00		5 00
Bellingham.....	Algoma..... O.	35 45	25 00		
Belliveaux Cove.....	Digby..... N.S.	143 51	52 00		5 00
Belliveaux Village.....	Westmoreland..... N.B.	12 00	25 00		
Bell Mount.....	Pontiac..... Q.	72 20	40 00		
Bellock.....	Addington..... O.	67 98	28 00		
Bellevue.....	Hastings, N.R..... O.	201 75	90 00		10 00
Belmina.....	Wolfe..... Q.	43 31	25 00		
Belmont.....	Prince West..... P.E.I.	19 21	25 00		
Belmont.....	Colchester..... N.S.	201 40	88 00		10 00
Belmore.....	Bruce, E.R..... O.	205 31	96 00		
Beleil Station.....	Chamby & Verchères..... Q.	391 96	104 00		10 00
Belton.....	Middlesex, E.R..... O.	86 50	44 00		
Belyea's Cove.....	Sunbury & Queen's..... N.B.	30 50	25 00	3 00	
Benacadie.....	Cape Breton..... N.S.	13 93	25 00		
* Benacadie Pond.....	Cape Breton..... N.S.	15 00	21 33		
Benbecula.....	Assa. East.....	10 00	25 00		
Bendale.....	York, E.R..... O.	44 05	25 00		
Ben Eoin.....	Cape Breton..... N.S.	4 00	25 00		
† Benito.....	Marquette..... Man.	38 61	14 58		
Benjamin's Mills.....	Hants..... N.S.	137 54	48 00		5 00
Ben Lomond.....	St. John..... N.B.	5 00	25 00		
Bennett.....	Mégantic..... Q.	45 73	25 00		
Bennington.....	Oxford, N.R..... O.	60 00	25 00		
Bensfort.....	Peterborough, W.R..... O.	67 94	28 00		
Bently.....	Alta.....	171 28	58 00		5 00
Bentpath.....	Bothwell..... O.	31 15	25 00		
Bent River.....	Muskoka & Parry Sd..... O.	56 71	25 00		
Beranger.....	Missisquoi..... Q.	13 00	25 00		
Berens River.....	Selkirk..... M.	29 85	25 00		
Beresford.....	Brandon..... M.	258 12	92 00		10 00
Beresford.....	Gloucester..... N.B.	68 23	25 00		
Béresina.....	Assa. East.....	15 00	25 00	50	
Bernadette.....	Lévis..... Q.	16 95	25 00		
Bernier.....	Mégantic..... Q.	22 75	25 00		
Berriedale.....	Muskoka & Parry Sd..... O.	66 05	25 00		
Berry Hill.....	Colchester..... N.S.	9 00	25 00		
Berry Mill Station.....	Westmoreland..... N.B.	62 00	28 00		
Berryton.....	Albert..... N.B.	8 00	25 00		
Berryton.....	Leeds, S.R..... O.	27 75	25 00		
Bersimis.....	Chicoutimi & Saguenay Q.	86 47	a 70 00	c 65 78	

† Opened 1-12-03. \* Closed 15-7-03, reopened 1-9-03. a Including \$40 special salary. c Including \$60 forward allowance for winter 1903-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Berthaville .....	Nipissing..... O	59 33	25 00		
Berthier Junction.....	Berthier..... Q	53 22	25 00	10 00	
Bertrand.....	Gloucester..... N.B.	33 40	25 00	3 00	
Berwick West.....	King's..... N.S.	9 00	2 08		
Bethany.....	Shefford..... Q	43 87	25 00		
Bethel.....	Shefford..... Q	83 41	40 00		
Bethel.....	Prince Edward..... O	57 08	56 00		
Bethel Grove.....	Northumberland, W.R. O	21 99	25 00		
Bethesda.....	Ontario, W.R..... O	91 90	36 00		
Beulah.....	King's..... N.B.	24 19	25 00		
Bewdley.....	Northumberland, W.R. O	96 11	48 00		
Bexley.....	Victoria, N.R..... O	151 73	84 00		5 00
Bickford.....	Bothwell..... O	95 80	36 00		
Bienfait.....	Assa, East.....	45 61	14 58		
Big Bank.....	Victoria..... N.S.	25 75	25 00		
Big Bar Creek.....	Yale & Cariboo..... B.C.	29 98	25 00		
Big Bras d'Or.....	Victoria..... N.S.	104 99	690 00	14 00	5 00
Big Brook.....	Inverness..... N.S.	6 00	25 00		
Big Cove.....	Sunbury & Queen's. N.B.	9 00	25 00		
Big Fork.....	Algoma..... O	100 05	76 00		5 00
Biggar Ridge.....	Carleton..... N.B.	16 75	25 00		
Big Glen.....	Cape Breton..... N.S.	9 50	25 00		
Big Harbour.....	Victoria..... N.S.	7 00	25 00		
Big Harbour Island.....	Inverness..... N.S.	13 00	25 00		
Big Hill.....	Victoria..... N.S.	11 00	25 00		
Big Intervale (Cape North).....	Victoria..... N.S.	9 96	25 00		
Big Intervale (Margaree).....	Inverness..... N.S.	12 25	25 00		
Big Island.....	Pictou..... N.S.	25 21	25 00		
Big Island.....	Prince Edward..... O	22 25	25 00		
Big Lake.....	Algoma..... O	47 26	26 00		
Big Lorraine.....	Cape Breton..... N.S.	21 71	25 00		
Big Marsh.....	Antigonishe..... N.S.	14 29	25 00		
Big Point.....	Kent..... O	50 00	25 00		
Big Pond.....	Cape Breton..... N.S.	33 94	25 00	7 00	
Big Port L'Hébert.....	Shelburne & Queen's. N.S.	15 25	25 00		
Big Ridge.....	Cape Breton..... N.S.	4 50	25 00		
Big Ridge South.....	Cape Breton..... N.S.	18 75	25 00		
Big Tracadie.....	Antigonishe..... N.S.	170 19	70 00	10 00	5 00
Billerica.....	Pontiac..... Q	158 60	85 00		5 00
Billings' Bridge.....	Russell..... O	621 33	152 00		15 00
Binbrook.....	Wentworth, S.R..... O	221 70	100 00		10 00
Bingham Road.....	Haldimand & Monck..... O	23 25	25 00		
Binkham.....	Wellington, S.R..... O	13 00	25 00		
Birch Brook.....	Pictou..... N.S.	19 50	25 00		
Birch Grove.....	Cape Breton..... N.S.	5 00	25 00		
Birch Hills.....	Sask.....	53 30	25 00		
Birch Ridge.....	Victoria..... N.B.	22 63	25 00		
Birchtown.....	Shelburne & Queen's. N.S.	49 00	a31 00	31 00	
Birchwood.....	Cumberland..... N.S.	10 38	25 00		
Birdell.....	Grey, E.R..... O	83 72	42 00		
Bird's Creek.....	Hastings, N.R..... O	118 92	a48 00	18 00	
Bird's Hill.....	Selkirk..... M	152 84	30 00		
Birdsalls.....	Peterborough, E.R..... O	63 97	25 00		
Birdton.....	York..... N.B.	15 72	25 00		
Birkendale.....	Muskoka & Parry. Sd..... O	129 10	58 00		5 00
Birmam.....	Lambton, E.R..... O	76 00	44 00		
Birnie.....	Macdonald..... M	7 00			

Opened 1-6-04. † Re-opened 1-12-03. b Including \$20 night allowance. a Including \$6 night allowance. \* Credit for office not yet opened.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Birr.....	Middlesex, E.R.....	O 120 18	42 00	3 00	
Birson.....	Sask.....	10 45	25 00		
Bishop Mountain.....	King's.....	N.S. 10 00	25 00		
Bishopville.....	King's.....	N.S. 13 38	25 00		
Bismark.....	Lincoln & Niagara.....	O 277 70	125 00		10 00
* Bismark.....	Alberta.....	N.W.T. 19 25	22 92		
Bissett Creek.....	Nipissing.....	O 100 39	50 00		5 00
Bisson.....	Beauce.....	Q 19 22	25 00		
Bittern Lake.....	Alta.....	132 40	48 00	‡3 17	5 00
Black Avon.....	Antigonishe.....	N.S. 17 50	25 00		
Black Bank.....	Simcoe, S.R.....	O 144 73	60 00		5 00
Black Brook.....	Cape Breton.....	N.S. 20 93	25 00		
Blackburn.....	Russell.....	O 15 50	25 00		
Black Creek.....	Welland.....	O 120 50	52 00		5 00
Black Donald.....	Renfrew, S.R.....	O 9 16	25 00		
† Black Hawk.....	Algoma.....	O 23 00	10 41		
Black Heath.....	Wentworth, S.R.....	O 204 00	108 00		10 00
Blackfalds.....	Alta.....	616 26	102 00		10 00
Blackett's Lake.....	Cape Breton.....	N.S. 13 00	25 00		
Black Land.....	Restigouche.....	N.B. 45 95	25 00		
Black Point.....	Restigouche.....	N.B. 89 46	50 00		
Black Point.....	Halifax.....	N.S. 115 00	40 00		
Black Point.....	Shelburne & Queen's.....	N.S. 17 00	25 00		
Black River.....	Northumberland.....	N.B. 21 71	25 00		
Black River.....	St. John.....	N.B. 83 00	30 00		
Black River Bridge.....	Prince Edward.....	O 33 75	25 00		
Black River Bridge.....	Northumberland.....	N.B. 44 00	25 00		
Black River Depot.....	Pontiac.....	Q 75 25	56 00		5 00
Black Rock.....	Cumberland.....	N.S. 1 00	25 00		
Black Rock.....	Gloucester.....	N.B. 5 00	25 00		
Black Rock.....	Victoria.....	N.S. 12 45	25 00		
Black's Corners.....	Wellington, N.R.....	O 22 23	25 00		
Black's Harbour.....	Charlotte.....	N.B. 180 99	64 00		5 00
Blackstone.....	Inverness.....	N.S. 14 00	25 00		
Blackwater.....	Ontario, N.R.....	O 142 07	72 00	22 00	5 00
Blackwell Station.....	Lambton, W.R.....	O 10 00	25 00		
Blackwood.....	Assa. East.....	40 72	25 00		
Blair.....	Sunbury & Queen's.....	N.B. 66 19	35 00		
Blair Athol.....	Restigouche.....	N.B. 30 96	25 00		
Blairhampton.....	Victoria, N.R.....	O 20 90	25 00		
Blairmore.....	Alta.....	1,037 56	\$ 288 00		15 00
Blairton.....	Peterborough, E.R.....	O 48 33	28 00		
Blake.....	Huron, S.R.....	O 106 27	52 00		5 00
Blakely.....	Sunbury & Queen's.....	N.B. 11 98	25 00		
Blakeney.....	Lanark, N.R.....	O 122 83	44 00		
Blanchard Road.....	Pictou.....	N.S. 8 66	25 00		
Blanchard Settlement.....	Gloucester.....	N.B. 18 96	25 00		
Blanche.....	Labelle.....	Q 98 36	36 00		
Blanche.....	Shelburne & Queen's.....	N.S. 13 00	25 00		
Blanchet.....	Lévis.....	Q 60 60	28 00		
Blandford.....	Arthabaska.....	Q 60 16	50 00	3 00	
Blandford.....	Lunenburg.....	N.S. 103 00	46 00		5 00
Blandford-Station.....	Oxford, N.R.....	O 49 00	28 00		
Blantyre.....	Grey, E.R.....	O 90 46	56 00		5 00
Blayne.....	Norfolk, S.R.....	O 44 25	40 00		
Blayne-Ridge.....	York.....	N.B. 23 73	25 00		
Blessington.....	Hastings, E.R.....	O 73 00	32 00		
Bleury Street (sub-office).....	St. Lawrence.....	Q			

\* Opened 1-8-03. † Opened 1-2-04. ‡ Including 17 cents arrears. § Including \$48 night allowance. || For Revenue, etc., see Appendix C, under Montreal Sub-Offices, etc.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Blezard Valley .....	Nipissing .....	O 213 54	56 00		5 00
Blissfield .....	Northumberland .....	N.B 65 98	40 00		
Blissville .....	Sunbury & Queen's .....	N.B 17 99	25 00		
Block House .....	Lunenburg .....	N.S 103 47	44 00	3 00	
Blomidon .....	King's .....	N.S 29 52	25 00		
Bloomfield .....	Prince West .....	P.E.I 27 41	25 00		
Bloomfield .....	Carleton .....	N.B 102 70	46 00		5 00
Bloomfield .....	Digby .....	N.S 33 22	25 00		
Bloomfield Ridge .....	York .....	N.B 21 75	25 00		
Bloomfield Station .....	King's .....	N.B 220 16	90 00	5 00	5 00
Bloomfield Station .....	Prince West .....	P.E.I 149 40	60 00	a18 17	5 00
Bloomingdale .....	Waterloo, N.R. .....	O 148 00	56 00		5 00
Blooming Point .....	Queen's East .....	P.E.I 12 00	25 00		
†Bloomington .....	Annapolis .....	N.S 13 00	10 41		
Bloomington .....	Ontario, W. R. .....	O 126 35	60 00		5 00
Bloomsburg .....	Norfolk, N.R. .....	O 75 13	28 00		
Blount .....	Cardwell .....	O 15 50	25 00		
†Blouin .....	Lévis .....	Q 12 02	11 66		
Blue Bell .....	Victoria .....	N.B 19 96	25 00		
Blue Cove .....	Gloucester .....	N.B 17 65	25 00		
*Blue Lake .....	Wentworth, N. & Brant, N. ....	O 108 64	15 62		
Blue Mountain .....	Pictou .....	N.S 84 90	30 00	3 00	
Blue Rock .....	Lunenburg .....	N.S 26 00	25 00		
Blue Sea Corner .....	Cumberland .....	N.S 30 25	25 00		
**Blue Sea Lake .....	Wright .....	Q 5 00	2 08		
Blue's Mill .....	Inverness .....	N.S 23 75	25 00		
Blythfield .....	Selkirk .....	M 29 47	25 00		
Bocabec .....	Charlotte .....	N.B 69 10	30 00		
Bocabec Cove .....	Charlotte .....	N.B 68 48	26 00		
Bogart .....	Hastings, E. R. .....	O 62 72	30 00	3 00	
Bognor .....	Grey, N. R. .....	O 295 00	85 00		5 00
Boharm .....	Assa, West .....	Q 30 00	25 00		
Boileau .....	Labelle .....	Q 85 81	37 00	5 00	
Boisdale Barachois .....	Cape Breton .....	N.S 12 40	25 00		
Boisdale Chapel .....	Cape Breton .....	N.S 45 98	30 00	3 00	
Bois de Filion .....	Terrebonne .....	Q 7 60	25 00		
Boissonneault .....	Mégantic .....	Q 49 88	32 00		
Boivin .....	Beauce .....	Q 8 00	25 00		
Bolduc's Siding .....	Compton .....	Q 11 00	25 00		
Bolingbroke .....	Lanark, S. R. .....	O 21 75	25 00		
Bolsover .....	Victoria, N. R. .....	O 141 64	64 00		5 00
Bolton Forest .....	Brome .....	Q 19 00	25 00		
Bolton Glen .....	Brome .....	Q 39 75	25 00		
Bolton Springs .....	Brome .....	Q 7 00	25 00		
Bomanton .....	Northumberland, W. R. O	26 00	25 00		
Bon Accord .....	Victoria .....	N.B 52 50	30 00		
Bon Accord .....	Alta .....	15 68	25 00		
Bonanza Siding .....	Yale & Caribou .....	B.C 88 55	26 00		
Bonaventure East .....	Bonaventure .....	Q 112 90	30 00		
Bonaventure, Island .....	Gaspé .....	Q 40 06	25 00		
Bon Conseil .....	Drum'ond & Arthabaska	Q 139 25	46 00		5 00
Bon Désir .....	Chicoutimi & Saguenay	Q 15 00	25 00		
Bondville .....	Brome .....	Q 138 50	b109 00		5 00
Bonne Madone .....	Sask .....	46 60	25 00		
Bongard's Corners .....	Prince Edward .....	O 68 25	25 00		
Bonheur .....	Algoma .....	O 104 40	††56 00		

a Including 17 cts. arrears. \*\* Opened 1-6-4. † Opened 1-2-04. \* Opened 16-11-03. † Opened 1-11-3.  
 b Including \$45 arrears. †† Including \$16 night allowance.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.		Salary (based on revenue of previous year).	Forward Allow- ance.		Rent Allow- ance.
		\$	cts.	\$	cts.	\$	cts.
Bonnechère.....	Renfrew, S.R.....	O	6 00	25 90			
Bonne Espérance.....	Chicoutimi & Saguenay	Q	15 45	25 00			
Bonney River Station.....	Charlotte.....	N.B	209 17	98 00	5 00	10 00	
Bonnie Doon.....	Selkirk.....	M	20 10	25 00			
Bonshaw.....	Prince East.....	P.E.I	105 90	44 00	3 00		
Bonville.....	Cornwall.....	O	52 00	28 00			
Bonwell.....	Prince East.....	P.E.I	12 00	25 00			
Bookton.....	Norfolk, N.R.....	O	160 00	75 00		5 00	
Boothville.....	Grey, S.R.....	O	78 58	30 00			
Bord à Plouffe.....	Laval.....	Q	54 75	25 00			
Bordeaux.....	Laval.....	Q	113 00	40 00			
†Bord à Plouffe Ouest.....	Laval.....	Q	5 00	4 16			
Bord de l'Eau.....	Portneuf.....	Q	58 25	25 00			
Borromée.....	Russell.....	O	6 00	25 00			
Boscobel.....	Shefford.....	Q	70 00	30 00			
Boscuvius.....	Assa. East.....	O	50 46	32 00			
Boskung.....	Victoria, N.R.....	O	27 00	25 00			
Boston.....	Norfolk, N.R.....	O	169 10	68 00		5 00	
Boston Mills.....	Peel.....	O	43 20	28 00			
Bosworth.....	Wellington, C.R.....	O	68 40	28 00			
Bothwell.....	King's.....	P.E.I	28 00	25 00			
Botreaux.....	Chateauguay.....	Q	4 00	25 00			
Botsford Portage.....	Westmoreland.....	N.B	13 45	25 00			
Boucherville.....	Algoma.....	O	13 14	27 99			
§Bouchette Station.....	Wright.....	Q	25 50	6 25			
Bouch's Hill.....	Dundas.....	O	194 01	98 00	8 00	10 00	
Boudreau.....	Westmoreland.....	N.B	24 48	25 00			
Boudreau Corners.....	Compton.....	Q	25 00	25 00			
Boudreau, Village.....	Westmoreland.....	N.B	21 75	25 00			
Boulardarie.....	Victoria.....	N.S	35 73	25 00	5 50		
Boulardarie Centre.....	Victoria.....	N.S	28 69	25 00			
Boulardarie East.....	Victoria.....	N.S	24 91	25 00			
Boulardarie West.....	Cape Breton.....	N.S	8 96	25 00			
Boulevard St. Paul.....	Jacques Cartier.....	Q	5 00	25 00			
Boulogne.....	Drummond.....	Q	29 45	25 00			
Boulter.....	Hastings, N.R.....	O	31 29	25 00			
Boundary Creek.....	Westmoreland.....	N.B	70 45	28 00	8 00		
Boundary Falls.....	Yale & Caribou.....	B.C	152 46	44 00		5 00	
Boundary, Presqu'île.....	Carleton.....	N.B	10 00	25 00			
Bourdeau.....	Muskoka & Parry Sd.....	O	8 40	25 00			
Bourgeois.....	Kent.....	N.B	21 73	25 00			
*Boughton Island.....	King's.....	P.E.I	12 16	16 66			
Bourg Louis.....	Portneuf.....	Q	225 00	94 00		10 00	
Bout de l'Île.....	Laval.....	Q	36 98	25 00			
Bowell.....	Leeds, S.R.....	O	22 00	25 00			
Bowen Island.....	Burrard.....	B.C	42 49	25 00			
Bowesville.....	Russell.....	O	58 05	26 00			
Bowling Green.....	Wellington, N.R.....	O	90 05	55 00		5 00	
Bown.....	Compton.....	Q	54 58	25 00			
Bowood.....	Middlesex, S.R.....	O	28 67	25 00			
Bowsman.....	Marquette.....	Man	184 90	92 21		5 00	
Box Alder.....	Algoma.....	O	40 15	25 00			
Boxall.....	Elgin, W.R.....	O	42 95	25 00			
Box Grove.....	York, E.R.....	O	88 18	30 00			
Boyd.....	Renfrew, N.R.....	O	40 00	25 00			
Boyd's.....	Antigonishe.....	N.S	9 50	25 00			
Boyer.....	Bellechasse.....	Q	50 10	25 00			
Boyle.....	Lincoln & Niagara.....	O	58 66	25 00			
Boyne.....	Halton.....	O	40 77	25 00			
**Boyne.....	Sunbury & Queen's.....	N.B	11 20	22 92			

† Opened, 1-5-04.

§ Late Blue Sea Lake—opened, 1-4-04.

\* Opened, 1-11-03.

|| Closed, 8-10-03.

|| Reopened, 15-5-04.

α Including \$17.21 night allowance.

\*\* Re opened 1-8-03.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Boymton.....	Stanstead..... Q	121 75	44 00	6 00	
Brackenrig.....	Muskoka & Parry Sd... O	26 95	25 00		
Brackley Beach.....	Queen's East..... P.E.I	36 25	25 00		
Brackley Point.....	Queen's East..... P.E.I	14 25	25 00		
Brackley Point Road.....	Queen's East..... P.E.I	7 00	25 00		
Bracondale.....	York, W.R..... O	212 00	132 00		10 00
Bradbourne.....	Alta.....	60 05	32 00		
Bradford.....	Prince East..... P.E.I	21 00	25 00		
Bradley.....	Bruce, E.R..... O	3 16	25 00		
Bradshaw.....	Bothwell..... O	107 33	56 00		5 00
Brae.....	Prince West..... P.E.I	49 00	25 00		
Brae Lake.....	Muskoka & Parry Sd... O	16 00	25 00		
Braemar.....	Oxford, N.R..... O	85 32	33 00		
Branch La Have.....	Lunenburg..... N.S	19 00	25 00		
Brancepeth.....	Sask.....	50 05	158 00		
Branchton.....	Waterloo, S.R..... O	156 99	86 00		5 00
Brandon Hills.....	Brandon..... M	22 44	25 00		
Brandy Creek.....	Norfolk, N.R..... O	3 00	25 00		
Bransfield.....	Northumberland..... N.B	38 71	25 00		
Brass Hill.....	Shelburne & Queen's N.S	147 81	56 00		
Bray's Crossing.....	Russell..... O	29 09	25 00		
Brazil Lake.....	Yarmouth..... N.S	87 60	32 00	3 00	
Breadalbane.....	Glengarry..... O	15 00	25 00		
Breau Village.....	Kent..... N.B	41 25	25 00		
Brèche à Manon.....	Gaspé..... Q	45 55	139 00		
Bredenbury.....	Assa. East.....	13 96	25 00		
Brennen.....	Nipissing..... O	291 45	100 00		10 00
Brenton.....	Yarmouth..... N.S	20 00	25 00		
Brentwood.....	Simcoe, N.R..... O	102 45	48 00		5 00
Brentwood.....	Colchester..... N.S	34 95	25 00		
Bresaylor.....	Sask.....	57 50	25 00		
Brewer's Mills.....	Frontenac..... O	104 55	45 00		5 00
Brewer's Mills.....	York..... N.B	12 50	25 00		
Brewster.....	Middlesex, N.R..... O	36 00	25 00		
Brice Hill.....	Grey, E.R..... O	14 04	25 00		
Brickley.....	Northumberland, E.R.O.	70 51	28 00		
Brickton.....	Annapolis..... N.S	102 00	33 00		
Bridge Creek.....	Macdonald..... M	15 00	25 00		
Bridgedale.....	Albert..... N.B	3 00	25 00		
Bridge End.....	Glengarry..... O	72 20	36 00		
Bridgenorth.....	Peterborough, W.R.... O	201 82	80 00		5 00
Bridgeport.....	Waterloo, N.R..... O	196 09	88 00		5 00
Bridgeville.....	Gaspé..... Q	47 78	25 00		
Brierscrest.....	Assa. West.....	29 00	25 00		
Brierwood.....	Brandon..... M	41 50	26 00	2 00	
Brigg's Corner.....	Sunbury & Queen's N.B	28 03	40 00		
Brigham.....	Brome..... Q	250 93	125 00	11 00	10 00
Brighton.....	Digby..... N.S	217 10	106 00		10 00
Brightside.....	Lanark, N.R..... O	21 39	25 00		
Briley's Brook.....	Antigonishe..... N.S	27 17	25 00		
Brinkman's Corners.....	Bruce, N.R..... O	37 25	25 00		
Brinsley.....	Middlesex, N.R..... O	204 10	88 00		5 00
Brisbane.....	Wellington, S.R..... O	36 55	30 00	5 00	
Brisco.....	Yale & Cariboo..... B.C	39 30	25 00		
Bristol.....	King's..... P.E.I	130 57	60 00		5 00
Bristol Mines.....	Pontiac..... Q	70 42	26 00		
Bristol Ridge.....	Pontiac..... Q	80 94	36 00		
Britainville.....	Algoma..... O	12 00	25 00		

‡ Including \$33 night allowance. † Including \$14 night allowance.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Britannia.....	Peel.....	O 83 27	30 00		
Britannia Bay.....	Carleton.....	O 95 00	60 00		
Britannia Mills.....	Bagot.....	Q 28 20	25 00		
Briton Cove.....	Victoria.....	N.S. 38 71	25 00		
Britonville.....	Terrebonne.....	Q 22 00	25 00	3 00	
Britton.....	Perth, N.R.....	O 140 78	68 00		5 00
Broadbent.....	Muskoka & Parry Sd.....	O 78 39	40 00		
Broad Cove (Lunenburg).....	Lunenburg.....	N.S. 45 62	25 00		
Broad Cove Marsh.....	Inverness.....	N.S. 6 98	25 00		
Broadlands.....	Bonaventure.....	Q 37 93	25 00		
Broadway.....	Pictou.....	N.S. 21 48	25 00		
Brock Road.....	Ontario, W.R.....	O 30 00	25 00		
Brocksden.....	Oxford, N.R.....	O 28 29	25 00		
Brookton.....	Prince West.....	P.E.I. 9 00	25 00		
Brookway.....	York.....	N.B. 48 75	25 00		
Brodhagen.....	Perth, N.R.....	O 103 45	50 00		5 00
Brodie.....	Glenegarry.....	O 70 90	36 00		
Brokenhead.....	Selkirk.....	M 34 30	25 00		
Brome Centre.....	Brome.....	Q 46 50	28 00		
Bromley.....	Renfrew, N.R.....	O 58 00	25 00		
Bromley Line.....	Renfrew, N.R.....	O 67 51	28 00		
Brompton.....	Richmond.....	Q 17 00	25 00		
Bronson.....	Hastings, N.R.....	O 25 00	25 00		
Brookbury.....	Compton.....	Q 23 82	25 00		
Brookdale.....	Cumberland.....	N.S. 23 01	25 00		
Brookdale.....	Labelle.....	Q 94 88	36 00		
+Brook.....	Alberta.....	11 00	4 16		
Brooke.....	Lanark, S.R.....	O 59 71	25 00		
Brookfield.....	Queen's West.....	P.E.I. 40 00	25 00		
Brookfield.....	Shelburne & Queen's.....	N.S. 252 55	*122 00	11 00	10 00
Brookfield Station.....	Welland.....	O 264 05	120 00		5 00
Brookholm.....	Grey, N.R.....	O 144 54	52 00	5 00	5 00
Brookland.....	Pictou.....	N.S. 24 25	25 00		
Brooklet.....	Huntingdon.....	Q 58 75	25 00		
Brooklyn.....	Queen's East.....	P.E.I. 39 75	25 00	3 00	
Brooklyn.....	Yarmouth.....	N.S. 30 22	25 00		
Brooklyn Corner.....	King's.....	N.S. 113 44	50 00		
Brooklyn Road.....	Westmoreland.....	N.B. 49 00	25 00		
Brookside.....	Northumberland, W.R.....	O 34 94	25 00		
Brookside.....	Halifax.....	N.S. 2 00	25 00		
Brookside.....	Assa, East.....	37 25	25 00		
Brookton.....	Albert.....	N.B. 12 00	25 00		
Brookvale.....	Sunbury & Queen's.....	N.B. 21 73	25 00		
Brookvale.....	Halifax.....	N.S. 43 65	25 00		
Brook Village.....	Inverness.....	N.S. 125 70	\$70 00	11 00	5 00
Brookville.....	Cumberland.....	N.S. 23 75	25 00		
Brookville.....	Pictou.....	N.S. 8 88	25 00		
Brookville.....	Carleton.....	N.B. 11 00	25 00		
Brookville Station.....	St. John.....	N.B. 270 00	118 00		10 00
Broomhill.....	Brandon.....	M 64 00	25 00		
Brophy.....	Antigonishe.....	N.S. 10 00	25 00		
Brosseau Station.....	Laprairie & Napierville.....	Q 60 61	25 00		
Brotherston.....	Wellington, N.R.....	O 23 73	25 00		
Brouseville.....	Grenville, N.R.....	O 27 40	25 00		
Brown.....	Lisgar.....	M 30 00	25 00		
Brown-Hill.....	York, N.R.....	O 113 85	44 00	3 50	5 00
Brown's Brae.....	Ontario, N.R.....	O 71 25	25 00		
Brown's Brook.....	Cumberland.....	N.S. 11 20	25 00		

\* Including \$12.00 night allowance.

‡ Including \$6.00 night allowance.

† Opened 1-6-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brownsburg.....	Argenteuil.....Q	359 82	128 00	3 00	10 00
Brown's Corners.....	York, E.R.....O	47 89	25 00		
Brown's Flats.....	King's.....N.B	67 50	35 00		
Brown's Mountain.....	Antigonishe.....N.S	6 00	25 00		
<i>a</i> Brownsville.....	New Westminster...B.C	10 16	12 50		
Brownsville.....	Pictou.....N.S	43 27	25 00		
Brownsville.....	King's.....N.B	15 50	25 00	10 00	
Bru.....	Lisgar.....M	258 54	120 00		10 00
Brudenell.....	Renfrew, S.R.....O	188 02	84 00	22 00	5 00
Brudenell.....	King's.....P.E.I.	27 00	25 00		
Bruderheim.....	Alta.....	106 70	44 00	19 50	
Brûlé.....	Colchester.....N.S	55 96	25 00		
Brûlé Shore.....	Colchester.....N.S	30 69	25 00		
Brunner.....	Perth, N.R.....O	100 10	42 00		
Brunswick.....	Durham, E.R.....O	41 98	25 00		
† Brunkild.....	Selkirk.....Man	44 91	17 73		
Bruxelles.....	Lisgar.....M	41 58	25 00		
Bryanston.....	Middlesex, E.R.....O	136 00	64 00		5 00
Bryenton.....	Northumberland.....N.B	80 00	40 00		
* Brymer.....	Victoria, B.C.....	27 21	20 83		
†† Bryon Island.....	Gaspé.....Q	12 00	25 00		
Brysonville.....	Chateauguay.....Q	59 20	40 00		
Buchanan.....	Renfrew, N.R.....O	11 10	25 00		
Buckfield.....	Shelburne & Queen's..N.S	5 00	25 00		
Buck Lake.....	Addington.....O	75 80	28 00		
Buckland.....	Bellechasse.....Q	107 37	\$ 59 00		5 00
Bucklaw.....	Victoria.....N.S	17 00	†† 31 00		
Budd Mills.....	Renfrew, N.R.....O	42 18	25 00		
÷ Buford.....	Alberta.....	23 00	18 75		
Bulger.....	Renfrew, N.R.....O	65 00	36 00		
Buller.....	Victoria, N.R.....O	11 25	25 00		
Bullion.....	Yale & Cariboo.....B.C	173 10	100 00		5 00
Bull Moose Hill.....	King's.....N.B	17 00	25 00		
† Bullockville.....	Alberta.....	66 88	21 89	2 65	
Bull's Creek.....	Carleton.....N.B	26 00	25 00		
Bulstrode Station.....	Drum'ond & ArthabaskaQ	119 28	44 00		5 00
Bulwer.....	Compton.....Q	95 21	50 00		
Bulyea.....	Assa, East.....	14 00	25 00		
Bunessan.....	Grey, S.R.....O	66 04	30 00		
Bungay.....	Queen's West.....P.E.I	26 50	25 00		
Bunyan.....	Lambton, W.R.....O	130 92	** 42 00		
Burden.....	York.....N.B	40 00	25 00		
Burgoyne.....	Bruce, W.R.....O	151 40	76 00		5 00
Burke.....	Inverness.....N.S	9 00	25 00		
Burketon Station.....	Durham, W.R.....O	266 35	82 00	114 00	5 00
Burk's Corners.....	Labelle.....Q	26 75	25 00		
Burleigh.....	Peterborough, E.R.....O	41 24	25 00		
Burleigh Falls.....	Peterborough, E.R.....O	79 20	30 00		
Burlington.....	Prince East.....P.E.I.	48 00	25 00		
Burlington.....	King's.....N.S	56 88	25 00	5 00	
Burnaby.....	Haldimand & Monck...O	204 88	86 00		5 00
Burnbank.....	Marquette.....M	149 20	58 00	3 00	5 00
Burnbrae.....	Northumberland, E.R..O	32 50	25 00	3 00	
Burnhamthorpe.....	Peel.....O	122 25	54 00		5 00
† Burnhouse.....	Grey, N.R.....O	8 50	6 25		
Burnley.....	Northumberland, W.R.O	84 50	34 00		

\* Opened 1-9-03. † Opened 15-8-03. ÷ Opened 1-10-03. ‡ Opened 15-10-03. *a* Closed 1-1-04.  
 †† Opened 1-4-04. ‡ Including \$6.00 night allowance. \*\* Including \$14.00 for extra work. § Including  
 \$3.00 night allowance. †† Summer office.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Burns .....	Perth, N.R. .... O	49 56	25 00		
Burnside .....	Macdonald. .... M	275 68	100 00	3 00	10 00
Burnside .....	Pictou .... N.S	22 44	25 00		
Burnstown. ....	Renfrew, S.R. .... O	116 25	50 00	7 00	5 00
Burnsville. ....	Gloucester .... N.B	198 76	56 00		5 00
Burnt Church. ....	Northumberland .... N.B	31 70	25 00		
Burntcoat .....	Hants. .... N.S	43 85	25 00		
Burnt Lake. ....	Alta. ....	42 15	25 00		
Burnt Land-Brook. ....	Victoria. .... N.B	29 73	25 00		
Burnt River. ....	Victoria, N.R. .... O	215 07	90 00		5 00
Burridge. ....	Addington. .... O	95 42	34 00		
Burrills Siding .....	Three-R's & St. Maurice, Q	88 95	60 00		5 00
† Burriss. ....	Algoma. .... O	29 16	10 41		
Burtch. ....	Brant, S.R. .... O	102 04	34 00		
Burton. ....	Durham, E.R. .... O	24 75	25 00		
Burton. ....	Sunbury & Queen's. N.B	27 19	25 00		
Burton. ....	Prince West. .... P.E.I	33 00	25 00		
Burton. ....	Yale & Cariboo. .... B.C	72 46	30 00		
Burwell Road. ....	Middlesex, S.R. .... O	58 00	36 00		
Bury's Green. ....	Victoria, N.R. .... O	13 88	25 00		
Bush Glen. ....	Cornwall & Stormont. O	20 00	25 00		
Bute. ....	Megantic. .... Q	20 50	25 00		
Butler. ....	Sunbury & Queen's. N.B	6 98	25 00		
§ Butterfield. ....	Brandon. .... M	2 00	14 58		
Buttonville. ....	York, E.R. .... O	86 73	48 00		5 00
Buxton. ....	Kent. .... O	176 47	84 00		5 00
Byng. ....	Haldimand & Monck. O	31 70	30 00		
Byng Inlet North. ....	Muskoka & P. Sound, O	121 00	25 00		
Byrnedale. ....	Essex, N.R. .... O	10 00	25 00		
Byrne's Road. ....	King's. .... P.E.I	8 50	25 00		
Byron. ....	Middlesex, S.R. .... O	217 50	98 00		10 00
* CABANE Ronde. ....	L'Assomption. .... Q	26 69	22 92		
Cable Head. ....	King's. .... P.E.I		25 00		
Cable Head West. ....	King's. .... P.E.I	14 98	25 00		
+ Cache Creek. ....	Yale & Cariboo. .... B.C	98 98	22 67		
Cacouna South. ....	Témiscouata. .... Q	19 00	25 00		
Cadmus. ....	Durham, W.R. .... O	202 30	100 00		10 00
Cadot. ....	Montcalm. .... Q	55 47	25 00		
Cæsarea. ....	Durham, W.R. .... O	63 10	30 00		
Cahore. ....	Cornwall & Stormont. O	25 00	25 00		
Cailmount. ....	Assa, East. ....	50 97	25 00	3 00	
Cain's Mountain. ....	Victoria. .... N.S	21 75	25 00		
Cain's River. ....	Northumberland .... N.B	18 21	25 00		
Cainsville. ....	Wentworth N. & Brant O	220 97	98 00		10 00
Caintown. ....	Leeds, S.R. .... O	184 78	80 00		5 00
Cairngorm. ....	Middlesex, W.R. .... O	69 00	32 00		
Cairnside. ....	Chateauguay. .... Q	83 00	30 00		
Caistor Centre. ....	Wentworth, S.R. .... O	77 25	33 00		
Calder. ....	Middlesex, S.R. .... O	35 63	25 00		
Calderwood. ....	Grey, S.R. .... O	82 25	56 00		5 00
Caldwell. ....	Cardwell. .... O	26 45	25 00		
Caldwell. ....	Pontiac. .... Q	65 00	48 00		
Caldwell. ....	Alta. ....	64 50	26 00		
Caldwell's Mills. ....	Lanark, N.R. .... O	204 90	84 00		5 00
Caledonia. ....	Guysborough. .... N.S	86 25	a54 00	1 00	

\* Opened 1-8-03. + Re-opened 1-11-03. † Opened 1-2-04. § Closed 1-2-04. a Including \$12.00 night allowance. || Summer office.

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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Caledonia.....	Queen's East. ....P.E.I	68 10	36 00	5 00	
Caledonia Mills.....	Antigonishe. ....N.S	19 00	25 00		
Caledonia Settlement.....	Albert. ....N.B	128 00	25 00		
Calf Mountain.....	Lisgar.....M	22 83	25 00		
Calhoun.....	Westmoreland ....N.B	128 00	48 00		
California.....	Victoria. ....N.B	6 00	25 00		
Calnar.....	Alta.....	104 37	44 00		5 00
Calton.....	Elgin, E.R. ....O	94 55	40 00		
Calvert.....	Middlesex, W.R. ....O	21 55	25 00		
Calvin.....	Nipissing.....O	29 94	25 00		
Camborne.....	Northumberland, W.R.O	59 87	28 00		
Cambria.....	Argenteuil.....Q	66 34	36 00		
Cambridge.....	Russell.....O	24 70	25 00		
Cambridge.....	Sunbury & Queen's. N.B	125 55	50 00	22 00	5 00
Cambridge.....	Hants.....N.S	48 61	25 00		
Cambridge Road.....	Queen's East. ....P.E.I	31 00	25 00		
*Camel Chute.....	Renfrew, S.R. ....O	112 74	30 00		
Camden.....	Colchester.....N.S	25 25	25 00		
Cameron.....	Victoria, N.R. ....O	137 00	56 00		5 00
Cameron's Mills.....	Kent.....N.B	24 25	25 00		
Cameron Settlement.....	Guysborough.....N.S	20 00	25 00		
Camilla.....	Cardwell.....O	165 67	66 00	9 00	
Campania.....	Wellington, N.R. ....O	16 97	25 00		
Campbell.....	Inverness.....N.S	50 00	30 00		
Campbellcroft.....	Durham, E.R. ....O	310 74	148 00		15 00
Campbell Mountain.....	Inverness.....N.S	7 96	25 00		
Campbell's Corner.....	Megantic.....Q	60 19	30 00		
Campbell's Cove.....	King's.....P.E.I	29 50	25 00		
Campbell's Cross.....	Peel.....O	95 80	40 00		
Campbell Settlement.....	York.....N.B	16 11	25 00		
Campbellton.....	Elgin, W.R. ....O	66 40	32 00		
Campden.....	Lincoln & Niagara. ....O	205 66	110 00		5 00
Camperdown.....	Grey, E.R. ....O	109 30	54 00		5 00
Camperdown.....	Lunenburg.....N.S	10 00	25 00		
Canaan.....	Yarmouth.....N.S	11 00	25 00		
Canaan.....	King's.....N.S	59 58	25 00		
Canaan.....	Russell.....O	70 26	34 00		
Canaan Station.....	Westmoreland ....N.B	51 00	32 00	18 00	
Canada Creek.....	King's.....N.S	25 00	25 00		
Canard.....	King's.....N.S	156 99	56 00		5 00
Canard River.....	Essex, N.R. ....O	57 00	36 00		
Canboro'.....	Haldimand & Monck...O	243 09	96 00		10 00
Cannamore.....	Cornwall & Stormont. O	128 07	62 00		5 00
Cannes.....	Richmond.....N.S	90 77	+46 00		
Cannifton.....	Hastings, E.R. ....O	211 35	90 00		5 00
Canning.....	Wentworth N. & Brant.O	54 43	56 00		
Canobie.....	Gloucester.....N.B	6 00	25 00		
Canoe Cove.....	Queen's West.....P.E.I	27 76	25 00		
Canoe Lake.....	Cap Breton.....N.S	12 00	25 00		
†Canous.....	Charlotte.....N.B	12 00	14 58		
+Cantal.....	Assa, East.....	17 00	6 25		
+Canora.....	Assa, East.....	62 00	6 25		
Cante.....	Temiscouata.....Q	89 25	40 00		
Canterbury.....	Compton.....Q	39 05	25 00		
Cantin.....	Lévis.....Q	14 25	25 00		
Cantley.....	Wright.....Q	101 02	50 00	12 00	
Canton.....	Durham, E.R. ....O	110 15	48 00		

\* Late Dubreuil.

‡ Opened 1-12-03.

† Opened 1-4-04.

† Including \$6.00 night allowance.

a Including \$24.00 night allowance.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Canton Tache.....	Chicoutimi & Saguenay Q	21 80	25 00		
Canuta.....	Two Mountains..... Q	29 00	25 00		
Canyon.....	Alta.....	40 00	25 00		
Cap à la Baleine.....	Rimouski..... Q	33 25	f37 00		
Cap à l'Aigle.....	Charlevoix..... Q	211 45	c105 00		5 00
Cap aux Corbeau.....	Charlevoix..... Q	d6 00			
Cap au Renard.....	Gaspé..... Q	7 00	25 00		
Cap aux os.....	Gaspé..... Q	55 73	25 00		
Cap des Rosiers.....	Gaspé..... Q	53 03	32 00		
Cape Augnet.....	Richmond..... N.S.	22 00	25 00		
Cape Chin.....	Bruce, N.R..... O	25 75	25 00		
Cape Croker.....	Bruce, N.R..... O	17 70	25 00		
Cape Dauphin.....	Victoria..... N.S.	13 71	25 00		
Cape de Moisselle Creek.	Albert..... N.B.	23 00	25 00		
Cape Despair.....	Gaspé..... Q	159 74	a64 00		5 00
+ Cape d'Or.....	Cumberland..... N.S.	69 98	4 16		
Cape Egmont.....	Prince East..... P.E.I.	24 92	25 00		
Cape Enrage.....	Albert..... N.B.	26 75	25 00		
§ Cape Fourchu.....	Yarmouth..... N.S.	35 00	25 00		
Cape George.....	Antigonish..... N.S.	16 40	25 00		
Cape George Harbour.....	Richmond..... N.S.	12 00	25 00		
Cape Negro.....	Shelburne & Queen's N.S.	72 25	32 00	4 00	
Cape Negro Island.....	Shelburne & Queen's N.S.	27 73	25 00		
Cape Rich.....	Grey, E.R..... O	4 00	25 00		
Cape Sable Island.....	Shelburne & Queen's N.S.	71 82	28 00		
Cape Sable Island, S. side.	Shelburne & Queen's N.S.	106 50	56 00		5 00
Cape Scott.....	Vancouver..... B.C.	45 75	25 00		
Cape Spear.....	Westmoreland..... N.B.	25 00	25 00		
Cape Station.....	Albert..... N.B.	76 00	35 00		
Cape Tortentine.....	Westmoreland..... N.B.	90 15	40 00	4 00	
Cape Wolfe.....	Prince West..... P.E.I.	51 75	25 00		
Cap La Ronde.....	Richmond..... N.S.	12 50	25 00		
Cap Rouge.....	Québec..... Q	103 00	45 00		5 00
Cap Rouge.....	Inverness..... N.S.	14 88	25 00		
Cap St. Ignace, Station.....	Montmagny..... Q	141 03	5 00		5 00
Cap St. Martin.....	Laval..... Q	22 75	25 00	12 00	
Capstick.....	Victoria..... N.S.	6 00			
Capucins.....	Rimouski..... Q	35 88	a31 00		
Carden.....	Victoria, N.R..... O	10 00	25 00		
Cardross.....	King's..... P.E.I.	9 00	25 00		
Carholme.....	Norfolk, S.R..... O	55 80	28 00		
Cariboo Gold Mines.....	Halifax..... N.S.	180 00	80 00		5 00
Cariboo Island.....	Pictou..... N.S.	11 00	25 00		
Cariboo Islands.....	Chicoutimi & Saguenay Q	19 70	25 00		
Cariboo Marsh.....	Cap Breton..... N.S.	9 25	25 00		
Cariboo River.....	Pictou..... N.S.	28 50	25 00		
Carillon.....	Argenteuil..... Q	257 00	+175 00	30 00	10 00
Carleton.....	Prince East..... P.E.I.	58 45	25 00		
Carleton.....	Yarmouth..... N.S.	139 64	52 00	3 00	5 00
Carleton Village.....	Shelburne & Queen's N.S.	29 73	25 00		
δ Carlin Corners.....	Argenteuil..... Q	10 00	14 58		
Carling.....	Muskoka & Parry Sd. O	16 00	25 00		
Carlingford.....	Victoria..... N.B.	21 65	25 00		
Carlisle.....	Wentworth, S.R. O	165 40	70 00		5 00
Carlisle.....	Carleton..... N.B.	27 25	26 00		
Carlow.....	Huron, W.R..... O	131 46	57 00		5 00

d Credit for new office not yet opened.

f Including \$12.00 night duty.

§ Summer office.

+ Including \$30.00 night allowance and \$25.00 special salary.

b Opened 1-12-03.

+ Opened 1-5-04.

a Including \$6.00 night allowance.

c Including \$25.00 special allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carlow.....	Carleton..... N.B.	34 75	25 00		
Carlowrie.....	Provencher..... M	17 45	25 00		
Carlton.....	..... Sask	24 75	25 00		
Carluka.....	Wentworth N. & Brant O	90 00	50 00		
Carlyon.....	Simcoe, E.R..... O	28 10	25 00		
Carmanville.....	Addington..... O	11 00	25 00		
αCarmel.....	Northumberland..... O	13 00	12 50		
Carmel.....	Drummond..... Q	191 70	87 00	12 00	5 00
Carmi.....	Yale & Cariboo..... B.C.	8 00	25 00		
Carmunnock.....	Perth, N.R..... O	27 99	25 00		
βCarnegie.....	Brandon..... M	110 98	21 91		
Carnarvon.....	Victoria, N.R..... O	141 59	60 00		5 00
Carnoustie.....	..... Assa. East	22 66	25 00		
Caron.....	..... Assa. West	587 18	146 00		15 00
Caron Brook.....	Victoria..... N.B.	48 20	25 00	3 00	
Carpenter.....	Sunbury & Queen's..... N.B.	27 73	25 00		
†Carr.....	Muskoka & Parry Sd..... O	12 50	4 16		
Carroll's Corners.....	Halifax..... N.S.	21 00	25 00		
Carroll's Crossing.....	Northumberland..... N.B.	12 76	25 00		
Carr's Brook.....	Colchester..... N.S.	42 00	40 00		
Carrville.....	York, W.R..... O	52 10	30 00		
Carson.....	Yale & Cariboo..... B.C.	93 00	40 00		
Carsonby.....	Carleton..... O	71 48	36 00		
Carsonville.....	King's..... N.B.	11 80	25 00		
Carstairs.....	..... Alta	946 43	276 00		30 00
Carswell.....	Renfrew, S.R..... O	45 00	28 00		
Carthage.....	Perth, N.R..... O	111 46	50 00		5 00
Carter's Point.....	King's..... N.B.	24 00	25 00		
Carterton.....	Algoma..... O	35 46	25 00		
Cartier.....	Beauharnois..... Q	7 50	25 00	5 00	
Cartierville.....	Jacques Cartier..... Q	51 00	25 00		
Casault.....	Montmagny..... Q	7 00	25 00		
Cascades.....	Wright..... Q	100 05	30 00		
Cascades Point.....	Soulanges..... Q	127 12	55 00		5 00
Cashel.....	York, E.R..... O	35 10	36 00		
Cashion's Glen.....	Glengarry..... O	22 86	25 00		
Cashmere.....	Middlesex, W.R..... O	58 12	25 00		
Cashtown.....	Simcoe, N.R..... O	57 00	28 00		
Cass Bridge.....	Dundas..... O	74 67	36 00		
Cassburn.....	Prescott..... O	49 55	25 00		
Cassel.....	Oxford, N.R..... O	122 63	56 00		5 00
Cassilis.....	Northumberland..... N.B.	24 71	25 00		
Cassville.....	Stanstead..... Q	25 75	25 00		
Castalia.....	Charlotte..... N.B.	79 00	40 00		
Castaway.....	Sunbury & Queen's..... N.B.	9 76	25 00		
Castile.....	Renfrew, N.R..... O	10 00	25 00		
Castleavery.....	Marquette..... M	53 63	25 00		
Castlebar.....	Drum'ond & Artnabaska Q	177 20	80 00		5 00
Castlederg.....	Cardwell..... O	80 70	40 00		
Castleford.....	Renfrew, S.R..... O	67 26	44 00		
Castleford Station.....	Renfrew, S.R..... O	75 00	50 00	12 00	
Castlegar.....	Yale & Cariboo..... B.C.	118 80	62 00		5 00
Castlemore.....	Peel..... O	58 94	26 00		
Castlereagh.....	Colchester..... N.S.	19 25	25 00		
Catalone.....	Cape Breton..... N.S.	18 00	25 00	8 00	
Catalone Gut.....	Cape Breton..... N.S.	10 00	25 00		
Catalone Road.....	Cape Breton..... N.S.	14 00	25 00		

α Opened 1-1-04. β Including \$10 night allowance. † Opened, 1-5-04.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cataract .....	Cardwell .....	O 117 78	40 00		
Cataraqui .....	Frontenac .....	O 330 00	138 00		15 00
Catchacoma .....	Peterborough, E.R. ....	O 59 17	25 00		
Cateville .....	Assa. East .....	O 6 00	4 16		
Cathcart .....	Oxford, S.R. ....	O 142 85	84 00		5 00
Caughnawaga .....	Châteauguay .....	Q 249 30	132 00		10 00
Cavan .....	Durham, E.R. ....	O 213 66	96 00		10 00
Cavendish .....	Queen's West. ....	P.E.I. 72 00	30 00		
Cavignac .....	Bagot .....	Q 51 84	28 00		
Cawood .....	Pontiac .....	Q 11 25	25 00		
Caxton .....	Three R. & St. Maurice. Q	Q 5 70	25 00		
*Cayley .....	Alberta .....	137 25	20 83		
Cazaville .....	Huntingdon .....	Q 205 00	84 00		5 00
Cecebe .....	Muskoka & Parry Sd. ....	O 22 47	25 00		
Cecil .....	Sask .....	49 90	25 00	4 00	
Cedar .....	Vancouver .....	B.C. 14 93	25 00		
Cedar Bridge .....	Leeds, S.R. ....	O 5 00	13 30		
Cedar Camp .....	King's .....	N.B. 2 00	25 00		
Cedar Cove .....	Burrard .....	B.C. \$	\$		
Cedar Grove .....	York, E.R. ....	O 115 52	50 00		5 00
Cedar Hill .....	Lanark, N.R. ....	O 46 66	25 00		
Cedar Lake .....	Digby .....	N.S. 32 70	25 00		
Cedar Mills .....	Cardwell .....	O 8 94	25 00		
Cedarville .....	Grey, E.R. ....	O 126 00	56 00		5 00
Centennial .....	Inverness .....	N.S. 14 00	25 00		
Central Argyle .....	Yarmouth .....	N.S. 121 94	51 00		5 00
Central Bedeque .....	Prince East. ....	P.E.I. 120 00	60 00	4 00	5 00
Central Blissville .....	Sunbury & Queen's. N.B.	104 71	33 00		
Central Cambridge .....	Sunbury & Queen's. N.B.	19 68	25 00		
Central Chebogue .....	Yarmouth .....	N.S. 29 50	25 00		
Central Clarence .....	Annapolis .....	N.S. 59 48	25 00		
Central Grove .....	Digby .....	N.S. 35 60	31 00		
Central Hampstead .....	Sunbury & Queen's. N.B.	72 60	52 00	5 00	
Central Haynesville .....	York .....	N.B. 16 71	25 00		
Central Keswick Ridge .....	York .....	N.B. 15 25	25 00		
Central Kingsclear .....	York .....	N.B. 39 95	25 00		
Central New Annan .....	Colchester .....	N.S. 35 12	25 00		
†Central North River .....	Colchester .....	N.S. 17 17	22 92		
Central Norton .....	King's .....	N.B. 19 96	25 00		
Central Onslow .....	Colchester .....	N.S. 69 86	36 00		
Central Waterville .....	York .....	N.B. 28 73	25 00		
Central Wood Harbour .....	Shelburne & Queen's. N.S.	38 20	25 00		
Centre Acadie .....	Kent .....	N.B. 38 63	25 00		
Centre Augusta .....	Grenville, S.R. ....	O 14 98	25 00		
Centredale .....	Pictou .....	N.S. 12 23	25 00		
Centre Hampton .....	King's .....	N.B. 19 00	25 00		
Centreton .....	Northumberland, W.R.O.	193 25	84 00		5 00
Centreton .....	King's .....	N.B. 3 00	25 00		
Centre Village .....	Westmoreland .....	N.B. 15 00	25 00		
Centreville .....	King's .....	N.S. 436 99	150 00		15 00
Centreville .....	Digby .....	N.S. 202 10	84 06		5 00
Centreville East .....	Inverness .....	N.S. 38 19	25 00		
Chacoura .....	Maskinongé .....	Q 38 00	25 00		
Chaffey's Locks .....	Leeds, S.R. ....	O 208 69	52 00		5 00
Chambers .....	Lennox .....	O 34 50	25 00		
Chambers Settlement .....	King's .....	N.B. 9 00	25 00		
Chambord .....	Victoria .....	N.B. 21 00	25 00		

\* Opened, 1-9-03.

§ For Revenue, etc., see Appendix C, under Vancouver sub-offices, etc.

† Including \$6 night allowance.

+ Opened, 1-8-03.

a Opened, 1-5-04.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chambord Junction.....	Chicoutimi & Saguenay..Q	152 00	52 00		5 00
Champigny.....	Quebec.....Q	60 42	40 00		
Champion Siding.....	Bonaventure.....Q	17 25	25 00		
Chance Harbour.....	St. John.....N.B	36 65	25 00		
Chance Harbour.....	Pictou.....N.S	11 00	25 00		
Chandos.....	Peterborough, E.R.....O	16 75	25 00		
Channell.....	Brome.....Q	54 75	25 00		
Chantelle.....	Montcalm.....Q	4 00	25 00		
Chantler.....	Lincoln & Niagara.....O	109 75	54 00		5 00
Chantry.....	Leeds, S.R.....O	193 45	82 00		5 00
*Chapleau Station.....	Argenteuil.....Q	14 20	10 42		
Chaplin.....	Halifax.....N.S	23 73	25 00		
Chapman.....	Hastings, E.R.....O	80 82	30 00		
Chapman.....	Westmoreland.....N.B	38 62	25 00		
Chapman Settlement.....	Cumberland.....N.S	21 73	25 00		
Charlecote.....	Durham, E.R.....O	31 00	25 00		
Charlemagne.....	L'Assomption.....Q	227 55	\$102 00		5 00
Charlemont.....	Bothwell.....O	50 00	25 00		
Charlesbourg West.....	Quebec.....Q	29 15	25 00		
Charleston.....	Leeds, S.R.....O	100 50	42 00		
Charleston.....	Carleton.....N.B	11 23	25 00		
†Charleston.....	Shelburne & Queen's..N.S	10 00	2 08		
Charleville.....	Grenville, S.R.....O	23 25	25 00		
Charles Cove.....	Guysborough.....N.S	44 00	25 00		
Charlo Station.....	Restigouche.....N.B	201 25	85 00	5 00	5 00
†Charlton.....	Nipissing.....O	17 00	6 25		
Charnwood.....	King's.....P.E.I	12 00	25 00		
Charrington.....	Compton.....Q	16 25	25 00		
Charters.....	Pontiac.....Q	67 75	26 00	8 00	
Chartersville.....	Westmoreland.....N.B	15 00	25 00		
Chartierville.....	Compton.....Q	202 35	76 00		5 00
Chartrand.....	Russell.....O	29 44	25 00		
Chaswood.....	Halifax.....N.S	134 44	55 00		5 00
Chatboro'.....	Argenteuil.....Q	16 50	25 00		
Châteauguay.....	Châteauguay.....Q	207 00	103 00		10 00
Châteauguay Basin.....	Châteauguay.....Q	211 12	80 00		5 00
Chateauvert.....	Portneuf.....Q	280 14	114 00		10 00
Chater.....	Brandon.....M	184 81	70 00		5 00
Chatillon.....	Yamaska.....Q	48 95	25 00		
Chatterton.....	Hastings, W.R.....O	42 90	25 00		
Chaudiere Basin.....	Lévis.....Q	46 90	30 00		
Chaudiere Curve.....	Lévis.....Q	215 91	70 00		5 00
Chaudiere Mills.....	Lévis.....Q	144 32	54 00		5 00
Chaudiere Station.....	Lévis.....Q	56 66	28 00		
Chaumont.....	Lotbinière.....Q	39 95	25 00		
Cheadle.....	Alta.....Q	120 34	40 00		
Cheam.....	New Westminster.....B.C	32 75	25 00		
Chebogue Point.....	Yarmouth.....N.S	34 00	25 00		
Cheddar.....	Peterborough, E.R.....O	22 93	25 00		
Chedoke.....	Wentworth, S.R.....O	49 19	25 00		
Chegoggin.....	Yarmouth.....N.S	48 00	25 00		
Chelmsford.....	Northumberland.....N.B	53 37	28 00		
Chelsea.....	Lunenburg.....N.S	27 50	25 00		
Chelton.....	Prince East.....P.E.I	21 75	25 00		
Chemical Road.....	Albert.....N.B	11 00	25 00		
Chemin Chapleau.....	Labelle.....Q	5 00	25 00		
Chemin Taché.....	Témiscouata.....Q	162 15	65 00		5 00

\* Closed, 1-12-03. † Opened, 1-6-04. § Including \$12 night allowance. || Including \$10 night allowance.  
 ‡ Opened, 1-4-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Chemong .....	Peterborough, W.R. .... O	12 00	25 00		
Cheney Settlement .....	King .....	10 00	25 00		
Cheney Station .....	Russell .....	70 53	25 00		
Chepstow .....	King's .....	4 00	25 00		
Chepstow .....	Bruce, E.R. .... O	178 91	84 00		5 00
Cherryfield .....	Lunenburg .....	26 50	25 00	3 00	
Cherryfield .....	Westmoreland .....	11 00	25 00		
Cherry Grove .....	King's .....	9 00	25 00		
Cherry Grove .....	Middlesex, E.R. .... O	23 65	25 00		
Cherry Hill .....	Lunenburg .....	34 24	25 00		
Cherry Hill .....	King's .....	5 00	25 00		
Cherry River .....	Sherbrooke .....	44 00	25 00		
Cherry Vale .....	Sunbury & Queen's .....	15 48	25 00		
Cherry Valley .....	Prince Edward .....	188 95	92 00		10 00
Cherry Valley .....	Queen's East .....	57 00	28 00	6 33	
*Cherry Valley South .....	Queen's East .....	9 00	16 66		
Cherrywood .....	Ontario, W.R. .... O	100 00	44 00		5 00
Chester .....	Carleton .....	21 25	25 00		
Chesterfield .....	Wentworth N. & Brant .....	254 21	112 00		10 00
Chester Grant .....	Lunenburg .....	16 25	25 00		
Chester North .....	Drum'nd & Arthabaska .....	20 00	25 00		
*Chesterwold .....	Alberta .....	23 00	16 66		
Cheticamp .....	Inverness .....	15 09	25 00		
Chevalier .....	Essex, N.R. .... O	194 43	80 00		5 00
Chichester .....	Pontiac .....	111 50	42 00		
Chickney .....	Assa, East .....	301 35	110 00		10 00
Chicot .....	Berthier .....	153 37	70 00		5 00
Chignecto .....	Cumberland .....	240 70	40 00		
Chilcote .....	Yale & Cariboo .....	148 15	40 00		
Chimney Corner .....	Inverness .....	5 05	25 00		
China Point .....	Queen's East .....	15 48	25 00		
Chipman's Brook .....	King's .....	13 25	25 00		
Chipman's Corners .....	King's .....	25 00	25 00		
Chippawa Hill .....	Bruce, N.R. .... O	90 50	40 00		
Chiselhurst .....	Huron, S.R. .... O	64 10	30 00		
Chisholm .....	Prince Edward .....	65 00	30 00		
Chiswick .....	Nipissing .....	8 40	25 00		
Chlorydormes .....	Gaspé .....	61 72	30 00		
Chocolate Cove .....	Charlotte .....	44 00	25 00		
Chortitz .....	Provencher .....	68 61	36 00		
Christian Island .....	Simcoe, E.R. .... O	38 94	25 00		
Christies .....	York .....	15 50	25 00		
Christieville .....	Argenteuil .....	47 75	25 00		
Christina .....	Middlesex, S.R. .... O	41 76	28 00		
Christy's Lake .....	Lanark, S.R. .... O	29 97	25 00		
Churchill .....	Simcoe, S.R. .... O	386 58	170 00		15 00
Church Hill .....	Albert .....	10 00	25 00		
Churchill .....	Prince East .....	22 00	25 00		
Church Over .....	Shelburne & Queen's .....	46 98	25 00		
Church Point .....	Northumberland .....	144 00	55 00		5 00
Church Street .....	King .....	126 65	70 00		5 00
Churchville .....	Peel .....	63 35	35 00		
Churchville .....	Pictou .....	30 48	25 00	3 00	
Chute à Blondeau .....	Prescott .....	213 15	102 00		10 00
†Chutes Peribonka .....	Chicoutimi & Saguenay .....	14 08	8 33		
City View .....	Carleton .....	99 86	36 00		
Clachan .....	Elgin, W.R. .... O	144 06	68 00		5 00
Clair .....	Victoria .....	156 02	80 00		5 00

\* Opened 1-11-03.

† Opened 1-3-04.

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## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clairvaux de Bagot.....	Bagot.....Q	79 50	42 00		
Clairvaux de Charlevoix.....	Charlevoix.....Q	17 05	25 00		
Clam Harbour.....	Halifax.....N.S	76 49	25 00		
Clam Point.....	Shelburne & Queen's.N.S	10 00	25 00		
Clanbrassil.....	Haldimand & Monck..O	136 00	48 00		5 00
Clandeboye.....	Selkirk.....M	57 43	25 00	2 22	
Clanricarde.....	Peterborough, E.R..O	18 25	25 00		
Clau William.....	Marquette.....M	328 03	25 00		
Clapham.....	Mégantic.....Q	32 00	25 00	5 00	
Clappison's Corners.....	Wentworth, S.R..O	14 50	25 00		
Claremont.....	Cumberland.....N.S	15 00	25 00		
Clarendon Station.....	Addington.....O	159 84	64 00		5 00
Clarendon Station.....	Sunbury & Queen's..N.B	70 75	25 00		
Clareholun.....	Alta.....	889 16	144 00	32 00	15 00
Clareview.....	Addington.....O	18 00	25 00		
Clarina.....	Peterborough, E.R..O	46 52	25 00		
Clarkleigh.....	Selkirk.....M	51 95	25 00	22 00	
Clark's Corners.....	Sunbury & Queen's..N.B	12 25	25 00		
Clark's Road.....	Cap Breton.....N.S	14 00	25 00		
Clarkson.....	Peel.....O	302 65	120 00		10 00
+Clarksville.....	Hants.....N.S	46 00	14 58		
Clarktown.....	Queen's East.....P.E.I	27 25	25 00		
Clarkstown.....	Russell.....O	63 00	25 00		
Claude.....	Peel.....O	117 30	48 00		5 00
Claverhouse.....	Inverness.....N.S	14 15	25 00		
Clavering.....	Grey, N.R.....O	150 97	62 00		5 00
Claxton.....	Burrard.....B.C	114 00	46 00		5 00
Clay Bank.....	Renfrew, S.R.....O	47 50	25 00		
Clayton.....	New Westminster...B.C	113 93	56 00		5 00
Clear Creek.....	Norfolk, S.R.....O	213 53	84 00		5 00
Clear Lake.....	Ontario, N.R.....O	62 82	28 00		
Clear Springs.....	King's.....P.E.I	3 10	25 00		
Clear Springs.....	Provencher.....M	54 65	25 00		
Clear View.....	Carleton.....N.B	43 25	28 00		
Cleland Corners.....	Yarmouth.....N.S	10 00	25 00		
Clement.....	Wright.....Q	23 83	25 00		
Clermont.....	Prince East.....P.E.I	9 00	25 00		
Cleavelands.....	King's.....N.B	10 00	25 00		
Clifton.....	Gloucester.....N.B	96 70	44 00	3 00	
Clifton.....	Colchester.....N.S	30 73	25 00		
Clinch's Mills.....	St. John.....N.B	62 42	60 00	5 00	
Clinton.....	Queen's West.....P.E.I	37 67	25 00		
Clones.....	Sunbury & Queen's..N.B	28 50	25 00		
Clontarf.....	Renfrew, S.R.....O	32 69	25 00		
Cloudslee.....	Algoma.....O	10 00	25 00		
Clover Bar.....	Alta.....	125 03	42 00		
Cloverdale.....	Colchester.....N.S	10 00	25 00		
Cloverdale, East.....	Carleton.....N.B	21 75	25 00		
Cloverdale.....	Carleton.....N.B	26 42	25 00		
Clover Hill.....	King's.....N.B	50 00	25 00		
Clover Valley.....	Bruce, W R.....O	14 25	25 00		
Clover Valley.....	New Westminster...B.C	36 85	25 00		
Cloverville.....	Antigonishe.....N.S	2 00	25 00		
Clumber.....	Assa, East.....	25 40	25 00		
Clyde.....	Wentworth, N. & Brant O	70 00	40 00		
Clyde River.....	Queen's West.....P.E.I	35 00	25 00		
Clyde's Corners.....	Huntingdon.....Q	37 25	25 00		
Clydesdale.....	Peterborough, E. R..O	64 26	25 00		

† Opened 1-12-03.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clyde Station.....	Queen's West. .... P.E.I.	4 94	25 00		
Coady Settlement.....	Inverness. .... N.S.	2 50	25 00		
Coal Banks.....	Alberta	15 00	6 25		
Coal Branch Station.....	Kent. .... N.B.	146 00	54 00		5 00
Coalburn.....	Pictou. .... N.S.	75 96	42 00		
Coal Creek.....	Sunbury & Queen's. N.B.	79 89	33 00	5 00	
*Coal Creek.....	Yale & Cariboo. .... B.C.	391 62	16 66		
Coal Fields.....	Assa. Est.	659 79	\$196 00		20 00
Coal Mines.....	Sunbury & Queen's. N.B.	11 00	25 00		
Coates' Mills.....	Kent. .... N.B.	29 69	25 00		
Cobble Hill.....	Middlesex, E.R. .... O	19 00	25 00		
Coburn.....	York. .... N.B.	89 96	40 00		
Cocagne Cape.....	Kent. .... N.B.	18 25	25 00		
Cochran's Lake.....	Cape Breton. .... N.S.	10 00	25 00		
Coddle's Harbour.....	Guysborough. .... N.S.	15 00	25 00		
Codrington.....	Northumberland, E.R. O	254 56	106 00		10 00
Coffey's Corners.....	Huntingdon. .... Q.	19 21	25 00	4 00	
Coffinscroft.....	Shelburne & Queen's, N.S.	18 00	25 00		
Cogmagun River.....	Hants. .... N.S.	24 98	25 00		
Colbeck.....	Wellington, N.R. .... O	92 01	50 00		
Colbert.....	Portneuf..... Q.	a 6 00			
Colchester.....	Essex, S.R. .... O	99 93	50 00		5 00
Cold Brook.....	St. John. .... N.B.	10 00	25 00		
Cold Springs.....	Selkirk..... M	24 79	25 00		
Cold Springs.....	Northumberland, W.R. O	173 70	80 00		5 00
Coldstream.....	Middlesex, S.R. .... O	168 25	70 00		5 00
Coldstream.....	Colchester. .... N.S.	9 00	25 00		
Coldstream East.....	Carleton. .... N.B.	21 73	25 00		
Colebrook.....	Addington. .... O	204 18	80 00		5 00
Cole Harbour.....	Guysborough. .... N.S.	74 25	30 00		
Cole Harbour Road.....	Halifax. .... N.S.	5 00	25 00		
Cole Lake.....	Addington. .... O	47 50	25 00		
†Coleman Corner.....	Albert. .... N.B.	8 00	14 58		
‡Coleman.....	Alberta	162 00	4 16		
Colenso.....	Grey, E.R. .... O	10 00	25 00		
Coleraine.....	Peel..... O	62 00	25 00		
Coleraine Station.....	Mégantic..... Q	295 95	130 00	7 00	10 00
Cole's Island.....	Sunbury & Queen's. N.B.	114 48	48 00	5 00	5 00
Colgan.....	Simcoe, S.R. .... O	79 75	35 00		
Colinville.....	Lambton, W.R. .... O	68 69	33 00		
College Bridge.....	Westmoreland. .... N.B.	171 18	70 00		5 00
College Grant.....	Antigonishe. .... N.S.	11 20	25 00		
Collegeville.....	Antigonishe. .... N.S.	14 00	25 00		
Collette.....	Northumberland. .... N.B.	20 00	25 00		
Colfield.....	Pontiac..... Q	40 00	25 00		
Collingwood Corner.....	Cumberland. .... N.S.	214 60	80 00	16 00	5 00
Collin's Inlet.....	Nipissing..... O	270 00	142 00		15 00
Colpitts.....	Albert. .... N.B.	27 62	25 00		
Colquhoun.....	Dundas. .... O	59 67	25 00		
Colquitz.....	Vancouver..... B.C.	122 00	36 00		
Colwell.....	Simcoe, S.R. .... O	30 82	25 00		
Colwood.....	Victoria..... B.C.	37 00	25 00		
Comaplix.....	Yale & Cariboo. .... B.C.	326 51	120 00		10 00
Comeau's Hill.....	Yarmouth. .... N.S.	22 00	25 00		
Comeauville.....	Digby. .... N.S.	93 96	40 00		
Comet.....	Essex, S.R. .... O	36 00	25 00		
Comin's Mills.....	Compton..... Q	31 75	25 00		

\* Opened 1-11-03. † Opened 1-12-03. || Opened 1-4-04.  
night allowance. a Credit for office not yet opened.

‡ Opened 1-5-04.

§ Including \$16.



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## APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Commanda.....	Muskoka & Parry Sd. O	166 62	80 00	11 00	5 00
Commercial Cross.....	King's.....P.E.I	12 00	25 00		
Como.....	Vaudreuil.....Q	207 67	88 00		5 00
Compton Station.....	Compton.....Q	94 10	70 00		
Conboyville.....	Brant, S.R.....O	21 00	25 00		
Concession.....	Digby.....N.S	63 89	28 00		
Concord.....	Pictou.....N.S	8 00	25 00		
Concord.....	York, W.R.....O	134 29	55 00		5 00
Condie.....	Assa. West	221 26	64 00		5 00
Condon Settlement.....	King's.....N.S	1 00	25 00		
Coningsby.....	Wellington, S.R.....O	29 40	25 00		
Conjuring Creek.....	Alta	75 00	28 00	2 25	
Conn.....	Wellington, N.R.....O	300 80	132 00		15 00
Connaught.....	Dundas.....O	20 75	25 00		
Connell.....	Carleton.....N.B	66 50	34 00		
Connor.....	Cardwell.....O	150 00	66 00		5 00
Connor.....	Victoria.....N.B	187 37	66 00		5 00
Conn's Mills.....	Cumberland.....N.S	65 05	25 00		
Conover.....	Grey, E.R.....O	36 78	25 00		
Conquerall Banks.....	Lunenburg.....N.S	45 00	25 00	3 00	
Conquerall Mills.....	Lunenburg.....N.S	12 90	25 00		
Conroy.....	Perth, S.R.....O	9 00	25 00		
Constance.....	Huron, S.R.....O	158 88	72 00		5 00
†Content.....	Alberta	37 00	4 16		
Conway.....	Lennox.....O	110 25	60 00		5 00
Conway Station.....	Prince West.....P.E.I	111 24	44 00		
Cocococache.....	Champlain.....Q	3 00	25 00		
Cook's Brook.....	Halifax.....N.S	62 51	25 00		
Cook's Cove.....	Guysborough.....N.S	36 44	25 00		
Cook's Creek.....	Selkirk.....M	70 71	40 00		
Cookville.....	Westmoreland.....N.B	20 50	25 00		
Cooper.....	Hastings, N.R.....O	90 45	32 00	4 00	
Cooper's Falls.....	Ontario, N.R.....O	99 87	48 00		
Copenhagen.....	Elgin, E.R.....O	78 55	36 00		
Cope's Falls.....	Peterborough, E.R.....O	20 57	25 00		
Copleston.....	Lambton, E.R.....O	267 85	102 00		10 00
Copley.....	Brandon.....M	20 00	30 00		
Copperfield.....	Megantic.....Q	3 00	25 00		
Copper Lake.....	Antigonishe.....N.S	22 73	25 00		
Coquitlam.....	New Westminster.....B.C	220 91	95 00		10 00
*Coral.....	Northumberland, W.R.....O	20 00	20 83		
Corberrie.....	Digby.....N.S	34 23	25 00		
Corbett.....	Middlesex, N.R.....O	56 50	36 00		
Corbetton.....	Grey, E.R.....O	262 93	116 00		10 00
Corbin.....	Huntingdon.....Q	40 50	25 00	5 00	
Corbyville.....	Hastings, E.R.....O	152 83	112 00		10 00
Cordova.....	Marquette.....M	28 46	25 00		
Cork Station.....	York.....N.B	25 46	25 00		
Corliss.....	Stanstead.....Q	33 00	25 00		
Cormac.....	Renfrew, S.R.....O	27 75	25 00		
Cormier's Cove.....	Westmoreland.....N.B	9 00	25 00		
Cormier Village.....	Westmoreland.....N.B	14 14	25 00		
Cormierville.....	Kent.....N.B	23 50	25 00		
Cornell.....	Oxford, S.R.....O	165 00	76 00		5 00
Corner of the Beach.....	Gaspé.....Q	121 50	† 50 00		
Corn Hill.....	King's.....N.B	52 75	25 00		
Cornwall.....	Queen's West.....P.E.I	76 68	30 00		
Cornwall Centre.....	Cornwall.....O	39 25	25 00		

\* Opened 1-9-03.

† Opened 1-5-04.

‡ Including \$10 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Coronation .....	Victoria... N.B.	23 00	25 00		
Corrville .....	King's... P.E.I.	9 00	25 00		
Corris .....	Richmond & Wolfe... Q	64 50	25 00		
Corson's Siding .....	Victoria, N.R.... O	197 10	88 00	25 00	5 00
Corwhin .....	Wellington, S.R.... O	100 00	38 00		
* Cortez Island .....	Burrard... B.C.	20 50	4 16		
Costigan .....	Victoria... N.B.	18 75	25 00		
Côte .....	Assa. East	27 75	25 00		
Coteau .....	Assa. East	12 27	30 00		
Coteau Station .....	Soulanges... Q	292 55	156 00		15 00
Côte des Neiges .....	Jacques Cartier... Q	303 10	120 00		10 00
Côte des Neiges West .....	Jacques Cartier... Q	50 15	25 00		
†† Côte des Perron .....	Laval... Q	10 00	5 08		
Côte Double .....	Two Mountains... Q	28 40	25 00		
Côte des Pères .....	Quebec... Q	108 74	25 00		
Côte's Mills .....	Richmond & Wolfe... Q	11 43	25 00		
Côte Rouge .....	Two Mountains... Q	35 00	25 00		
Côte Saint Emmanuel .....	Soulanges... Q	42 48	25 00		
Côte St Joseph .....	Richmond & Wolfe... Q	20 00	25 00		
Côte Saint Léonard .....	Laval... Q	2 00	25 00		
Côte Saint Louis .....	Maisonneuve... Q		\$		
Côte Saint Michel .....	Laval... Q	25 00	25 00		
Côte Saint Pierre .....	Labelle... Q	82 28	30 00		
Côte Ste Thérèse .....	Laprairie & Napierville... Q	24 00	25 00		
Côte Saint Vincent .....	Two Mountains... Q	14 00	25 00		
Côte Visitation .....	Maisonneuve... Q	45 76	28 00		
Cotham .....	Assa. East	27 95	25 00		
Cotswold .....	Wellington, N.R.... O	62 18	30 00	2 25	
Cottesloe .....	Peterborough, E.R.... O	26 67	25 00		
Cottonwood .....	Assa. West	33 34	25 00		
Cottonwood .....	Yale & Cariboo... B.C.	39 20	40 00		
Coughlan .....	Northumberland... N.B.	23 75	25 00		
Coulee .....	Assa. West	76 27	34 00	4 00	
Coulombe .....	Dorchester... Q	82 63	28 00		
Coulson .....	Simcoe, E.R.... O	62 09	30 00		
α Coulter .....	Brandon... Man.	27 83	10 41	6 67	
Coultervale .....	Brandon... M	42 56	26 00		
Country Harbour Mines .....	Guysborough... N.S.	63 00	†46 00		
δ Courcelles .....	Beauce... Q	289 57	88 00		5 00
Courtice .....	Durham, W.R.... O	95 00	44 00		
Cousineau .....	Wright... Q	36 11	25 00		
Coutts .....	Alta	128 20	†92 00		5 00
Covehead Road .....	Queen's East... P.E.I.	6 00	25 00		
Covenry .....	Cardwell... O	16 00	25 00		
Coverdale .....	Albert... N.B.	23 00	25 00		
Cove Road .....	Colchester... N.S.	76 05	653 00		
Covey Hill .....	Huntingdon... Q	63 00	25 00		
Cowal .....	Elgin, W.R.... O	72 24	46 00		5 00
Cowan's .....	Huntingdon... Q	21 95	25 00		
Cow Bay .....	Halifax... N.S.	23 25	25 00		
Cowichan Lake .....	Vancouver... B.C.	65 30	25 00		
Cowichan Station .....	Vancouver... B.C.	195 95	76 00		5 00
Coxby .....	Sask	36 88	25 00		
Coxheath .....	Cape Breton... N.S.	17 14	25 00		
Cox's Point .....	Sunbury & Queen's... N.B.	26 73	25 00		
Craigie Lea .....	Simcoe, E.R.... O	62 50	34 00		

§ For Revenue etc. see Appendix C. under Montreal Sub-Offices, etc.

b Late Lambton Station.

α Opened 1-2-04.

β Opened 1-5-04.

†† Opened 18-4-04

c Including \$21 arrears for night allowance.

‡ Including \$16 night allowance.

† Including \$6 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Craigleith .....	Grey, E.R. .... O	59 00	32 00		
Craigmore .....	Inverness .. N.S	4 60	25 00		
Craigsholme .....	Wellington, C.R. .... O	25 75	25 00		
Craig's Road Station .....	Lévis .....	35 00	36 00	18 00	
Craigvale .....	Simcoe, S.R. .... O	195 92	88 00		5 00
* Craik .....	Assa. West .....	221 26	22 92		
Crampton .....	Middlesex, E.R. .... O	109 44	46 00		5 00
Cranberry .....	Mégantic .....	31 73	25 00		
Cranbourne .....	Dorchester .....	53 86	25 00	8 00	
† Crandall Road .....	Inverness .. N.S	16 00	12 50		
Crane Lake .....	Assa. West .....	154 99	75 00		5 00
Cranston .....	Haldimand & Monck. O	52 84	25 00		
Cranston Section .....	Inverness .. N.S	26 21	25 00		
Cranworth .....	Leeds, S.R. .... O	6 00	25 00		
Crapaud .....	Prince East. .... P.E.I	221 00	86 00	5 00	5 00
Crathie .....	Middlesex, W.R. .... O	18 00	25 00		
Craven .....	Assa. West .....	109 50	26 00	12 00	
Crawford .....	Grey, S.R. .... O	39 25	25 00		
Credit Forks .....	Cardwell .....	131 08	50 00		5 00
Crediton East .....	Middlesex, N.R. .... O	203 00	77 00		5 00
Crefford .....	Marquette .....	49 81	25 00		
Creek Bank .....	Wellington, C.R. .... O	45 30	26 00		
† Creelman .....	Assa. East .....	60 77	6 25		
Creemorne .....	Pontiac .....	27 71	25 00		
Creighton .....	Simcoe, E.R. .... O	60 00	28 00		
Creighton Mine .....	Nipissing .....	242 33	122 00		10 00
Creighton Valley .....	Yale & Cariboo .... B.C	14 16	25 00		
Creignish Rear .....	Inverness .. N.S	5 00	25 00		
Crescent Beach .....	Lunenburg .....	31 21	25 00		
Crescent Lake .....	Assa. East .....	11 13	25 00		
Cresswell .....	Victoria, S.R. .... O	106 53	56 00		
Cressy .....	Prince Edward .....	54 73	25 00		
Creston .....	Yale & Cariboo .... B.C	304 60	110 00		10 00
Crewe .....	Marquette .....	31 14	25 00		
Crewe .....	Huron, W.R. .... O	17 50	25 00		
Crewson's Corners .....	Wellington, S.R. .... O	40 46	25 00		
Crieff .....	Wellington, S.R. .... O	22 65	25 00		
Crinan .....	Elgin, W.R. .... O	38 00	30 00		
Crockett .....	Victoria .....	70 45	25 00		
Croft .....	Antigonishe .. N.S	5 00	25 00		
Crofton .....	Prince Edward .....	47 69	25 00		
Cromar .....	Lambton, W.R. .... O	87 70	34 00		
Cromarty .....	Perth, S.R. .... O	162 20	84 00		5 00
Cromwell .....	Selkirk .....	12 96	25 00		
Crookston .....	Hastings, N.R. .... O	252 71	112 00		10 00
Crosby .....	Leeds, S.R. .... O	214 55	74 00		5 00
Crossbury .....	Compton .....	39 00	28 00		
Crossfield .....	Alta .....	465 84	112 00		10 00
Crosshill .....	Waterloo, N.R. .... O	97 00	52 00		5 00
Cross Lake .....	Nipissing .....	14 98	25 00		
Crossland .....	Simcoe, N.R. .... O	56 23	25 00		
Crosspoint .....	Bonaventure .....	82 00	26 00	16 00	
Cross Roads, Country Harbour .....	Guysborough .....	225 47	160 00	11 00	10 00
Cross Roads, Leitch's Creek .....	Cape Breton .....	62 06	40 00	9 00	
Cross Roads, Mid. Melford .....	Guysborough .....	34 92	25 00		
Cross Roads, Ohio .....	Antigonishe .....	54 00	25 00	3 00	
Cross Roads, St. George's Channel .....	Richmond .....	15 98	137 00		

\* Opened 1-8-03. † Opened, 1-1-04. ‡ Opened, 1-4-04.

¶ Including \$44 night allowance.

¶ Including \$12 for winter 02-03 &amp; 03-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Croton .....	Bothwell .....	O 92 66	44 00		
Crouse Town .....	Lunenburg .....	N.S 17 75	25 00		
Crowel .....	Shelburne & Queen's .....	N.S 103 10	55 00		5 00
Crowe's Mills .....	Colchester .....	N.S 12 00	25 00		
Crow Lake .....	Addington .....	O 18 15	25 00		
Crowland .....	Welland .....	O 60 00	25 00		
Crown Hill .....	Simcoe, E.R. ....	O 71 40	40 00		
Crow's Nest .....	Guysborough .....	N.S 11 00	25 00		
Crow's Nest .....	Yale & Caribou .....	B.C 149 06	50 00		5 00
Crowstand .....	Assa. East .....	111 54	30 00		
Croydon .....	Addington .....	O 36 76	32 00		
Cruikshank .....	Grey, N.R. ....	O 15 00	25 00		
Crumlin .....	Middlesex, E.R. ....	O 84 42	36 00		
§Crystal Beach .....	Welland .....	O 48 00	35 00		
Crystal Falls .....	Argenteuil .....	Q 49 20	28 00		
*Crystal Spring .....	Assa. East .....	10 00	6 25		
Culdaff .....	Dorchester .....	Q 49 06	30 00		
Culloden .....	Norfolk, N.R. ....	O 139 06	70 00		5 00
Culloden .....	Digby .....	N.S 19 00	25 00		
Cullton .....	Renfrew, S.R. ....	O 46 00	25 00		
Culross .....	Lisgar .....	M 110 00	46 00		5 00
Cultus .....	Norfolk, S.R. ....	O 125 00	44 00		5 00
Cumberland Bay .....	Sunbury & Queen's .....	N.B 142 90	55 00	10 00	5 00
Cumberland House .....	Sask .....	15 88	25 00		
Cumberland Mills .....	Beauce .....	Q 45 93	25 00		
Cumberland Point .....	Sunbury & Queen's .....	N.B 15 46	25 00	4 00	
Cummings' Cove .....	Charlotte .....	N.B 13 00	25 00		
Cunning's Mountain .....	Pictou .....	N.S 12 00	25 00		
Cumnock .....	Wellington, C.R. ....	O 53 00	25 00		
†Cundles .....	Simcoe .....	N.R. O 14 00	6 73		
Curran .....	Prescott .....	O 365 36	**172 00		15 00
†Currieburg .....	York .....	N.B 10 00	4 16		
Currie's Crossing .....	Oxford, S.R. ....	O 79 53	44 00		5 00
Curry Hill .....	Glengarry .....	O 12 00	25 00		
Curryville .....	Albert .....	N.B 56 94	25 00		
Curt Hill .....	Assa. East .....	11 00	25 00		
Cushendall .....	Frontenac .....	O 5 00	25 00		
Cushing .....	Argenteuil .....	Q 196 28	82 00	36 00	5 00
Cut Bank .....	Alta .....	71 19	25 00		
Cuthbert .....	Bothwell .....	O 20 66	25 00		
Cymbria .....	Queen's East .....	P.E.I 21 21	25 00		
†Cypress .....	Assa. West .....	6 25	4 16		
<b>D</b> ACRE .....	Renfrew, S.R. ....	O 136 99	80 00	22 00	5 00
Dacotah .....	Selkirk .....	M 32 24	25 00		
Daigle .....	Victoria .....	N.B 11 75	25 00		
Dale .....	King's .....	N.S 35 40	25 00		
Dalesboro' .....	Assa. East .....	10 46	25 00	3 00	
Dalesville .....	Argenteuil .....	Q 130 73	50 00	11 00	
Dalhousie East .....	King's .....	N.S 75 27	25 00		
Dalhousie Junction .....	Restigouche .....	N.B 93 94	44 00	3 00	
Dalhousie Lake .....	Lanark, N.R. ....	O 54 52	25 00		
Dalhousie Mills .....	Glengarry .....	O 76 30	40 00		
Dalhousie Road .....	Lunenburg .....	N.S 61 00	25 00	3 00	
Dalhousie Settlement .....	Pictou .....	N.S 26 95	31 00		

\* Opened 1-4-04.    † Opened 25-3-04.    ‡ Opened 1-5-04.    § Summer office.    || Including \$6 night allowance.    \*\* Including \$12 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dalhousie Station.....	Soulanges.....Q	272 87	106 00		10 00
Dalhousie West.....	Annapolis.....N.S	19 23	25 00		
Dalbairre.....	Rimouski.....Q	86 08	47 00		
Dalkeith.....	Glengarry.....O	171 50	80 00		5 00
Dalling.....	Shefford.....Q	32 63	25 00		
Dalmeny.....	Russell.....O	80 60	36 00		
Dalrymple.....	Victoria, N. R.....O	40 82	28 00	3 00	
Dalrymple.....	Assa.....	103 41	25 00		
Dalston.....	Simcoe, N. R.....O	149 00	60 00		5 00
Daly.....	Brandon.....M	13 96	25 00		
Damascus.....	Wellington, N. R.....O	99 00	42 00		
Damascus.....	King's.....N.B	6 50	25 00		
Danby.....	Drum'nd & Arthabaska Q	77 93	40 00	9 00	
Danesville.....	Shelburne & Queen's.N.S	28 00	25 00		
Danford Lake.....	Pontiac.....Q	87 45	34 00	3 00	
Danforth.....	York, E. R.....O	26 04	25 00		
Daniel.....	Sunbury & Queen's.N.B	34 75	25 00		
Daniston.....	Russell.....O	39 71	25 00		
Dante.....	Bothwell.....O	63 34	44 00		
Danvers.....	Digby.....N.S	20 50	25 00		
Danvers.....	Marquette.....M	33 10	25 00		
D'Arcy.....	Frontenac.....O	20 00	25 00		
Darcyville.....	Lanark, S. R.....O	2 00	25 00		
Darlingford.....	Lisgar.....M	366 33	130 00	7 00	10 00
Darling Lake.....	Yarmouth.....N.S	29 50	25 00		
Darling Road.....	Haldimand & Monck..O	188 10	88 00		5 00
Darlington.....	Durham, W. R.....O	107 56	66 00		5 00
Darlington.....	Queen's West.....P.E.I	41 70	25 00	13 00	
Darnley.....	Prince East.....P.E.I	75 43	25 00		
Darrell.....	Bothwell.....O	28 51	25 00		
D'Artnagan.....	Lévis.....Q	29 58	32 00	2 00	
Dartford.....	Northumberland, E. R.O	107 25	46 00		5 00
Dartmoor.....	Victoria, N. R.....O	19 17	25 00		
Dartville.....	Colchester.....N.S	15 00	25 00		
Darveau.....	Lévis.....Q	25 75	25 00		
D'Auteuil.....	Drum'nd & Arthabaska Q	64 99	45 00		5 00
Davidson.....	Assa, West.....	629 25	46 00		5 00
†Davidson.....	Pontiac.....Q	32 17	9 40		
Davin.....	Assa, West.....	8 00	14 58		
Davis.....	King's.....N.B	10 00	25 00		
Davisburg.....	Alta.....	137 67	60 00		5 00
Davis-Mills.....	Renfrew, N. R.....O	8 20	25 00		
Davison Street.....	King's.....N.S	7 00	25 00		
Davisville.....	York, W. R.....O	268 15	96 00		10 00
Dawn Mills.....	Bothwell.....O	99 92	52 00		5 00
Dawn Valley.....	Bothwell.....O	51 75	25 00		
Dawson.....	Russell.....O	60 60	25 00		
Dawson Settlement.....	Albert.....N.B	31 00	25 00		
Dawsonville.....	Restigouche.....N.B	14 48	25 00		
Day Mills.....	Algoma.....O	130 68	56 00		5 00
Day's Corner.....	King's.....N.B	3 00	25 00		
Dayspring.....	Lunenburg.....N.S	63 63	25 00		
Dayton.....	Yarmouth.....N.S	15 98	25 00		
Dayton.....	Algoma.....O	37 96	25 00		
Deacon.....	Renfrew, N. R.....O	8 50	25 00		
Dead Creek.....	Addington.....O	64 00	25 00		
†Dead Moose Lake.....	Sask.....	52 12	12 50		
Deadwood.....	Yale & Cariboo.....B.C	50 00	40 00		

Re-opened 1-12-03. (a) Including \$12 night duty. † Opened 1-1-04. ‡ Opened 15-2-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dealtown .....	Kent.....O	34 57	25 00		
Dean .....	Halifax.....N.S	67 31	25 00	3 00	
Deans .....	Haldimand & Monck...O	9 00	25 00		
DeBlois Station .....	Prince West . . . .P.E.I	22 50	25 00	3 00	
DeCewsville .....	Haldimand & Monck...O	151 00	70 00		5 00
De Clare .....	Marquette.....M	40 67	25 00		
\$Deebank .....	Muskoka & Parry Sd...O	3 50	2 67		
Deemerton .....	Bruce, E.R.....O	101 02	40 00		
Deep Brook .....	Annapolis.....N.S	194 68	92 00	3 00	10 00
Deep Cove .....	Cape Breton.....N.S	20 00	25 00		
Deepdale .....	Inverness.....N.S	27 20	25 00		
Deerbrook .....	Essex, N.R.....O	11 00	25 00		
Deerfield .....	Yarmouth.....N.S	55 80	25 00		
Deerhurst .....	York, N.R.....O	63 60	28 00		
Deer Lake .....	Peterborough, E.R...O	23 06	25 00		
Deer Park .....	Yale & Cariboo.....B.C	50 16	30 00		
Deerville .....	Carleton.....N.B	16 00	25 00		
Deerwood .....	Lisgar.....M	48 00	30 00		
Dee Side .....	Bonaventure.....Q	6 00	25 00		
*DeGrassi Point.....	Simcoe, S.R.....O	72 00	30 00		
De Gros Marsh.....	King.....P.E.I	22 35	25 00	2 00	
Delagrave .....	Montmagny.....Q	89 70	44 00		
Delap's Cove .....	Annapolis.....N.S	33 75	25 00		
Delhaven .....	King's.....N.S	71 50	32 00		
Dell .....	Compton.....Q	42 00	25 00		
Dell's Corners .....	Annapolis.....N.S	65 87	25 00		
Delmer .....	Norfolk, N.R.....O	64 50	36 00		
Deloro .....	Hastings, N.R.....O	161 16	130 00		10 00
Delta .....	New Westminster...B.C	37 03	25 00		
Demeules .....	Chicoutimi & Saguenay Q	50 19	25 00		
Demorestville .....	Prince Edward.....O	175 00	77 00	14 00	5 00
Dempsey .....	Brandon.....M	12 15	25 00		
Denfield .....	Middlesex, E.R.....O	323 77	148 00	12 00	15 00
Denison's Mills .....	Richmond & Wolfe...Q	60 00	44 00		
Denman Island .....	Vancouver.....B.C	105 20	45 00		5 00
Denmark .....	Colchester.....N.S	195 20	96 00	18 00	10 00
Dennington .....	Assa, East.....	5 00	25 00		
Dennistown .....	Inverness.....N.S	18 75	25 00		
Densmore's Mills .....	Hants.....N.S	29 00	25 00		
Denver .....	Guysborough.....N.S	21 73	\$31 00		
Dequen .....	Chicoutimi & Saguenay Q	104 75	38 00		
De Ramsey .....	Joliette.....Q	46 75	25 00		
Derby .....	Northumberland...N.B	59 20	30 00		
Derby Mills .....	Grey, N.R.....O	25 43	25 00		
Dereham Centre .....	Norfolk, N.R.....O	58 96	25 00		
Dermid .....	Algoma.....O	33 37	25 00		
Deroche .....	New Westminster...B.C	71 91	50 00	9 00	5 00
Derrynane .....	Wellington, N.R...O	17 17	25 00		
Derryville .....	Ontario, N.R.....O	42 98	28 00		
Derry Ouest .....	Peel.....O	23 20	25 00		
Derwent .....	Middlesex, S.R.....O	89 20	30 00		
De Sable .....	Prince East . . . .P.E.I	45 75	25 00		
Desaulniers .....	Nipissing.....O	11 31	25 00		
Deschambault Station .....	Portneuf.....Q	24 69	25 00		
Deschênes Mills .....	Wright.....Q	69 50	30 00		
Desert Lake .....	Addington.....O	27 25	25 00		
†Desjorlais .....	Alta.....	44 00	14 58		

§ Closed 8-9-03.    || Including \$2 night allowance.    § Including \$6 night allowance.    \* Summer office.    † Opened 1-12-03.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Desmond	Addington	20 98	25 00		
Detlor	Hastings, N.R.	146 35	58 00		5 00
Devils Lake	Assa. East	69 19	25 00		
Devizes	Middlesex, E.R.	73 00	28 00		
Devlin	Algoma	273 74	94 00	25 00	10 00
Devon	Halifax	26 75	25 00		
Dewdney	New Westminster	156 00	75 00		5 00
DeWinton	Alta	140 49	48 00	28 00	5 00
Dewittville	Huntingdon	244 92	108 00	7 00	10 00
De Wolfe	Charlotte	49 33	25 00		
Dexter	Elgin, E.R.	50 00	30 00		
Diamond	Lanark, N.R.	25 00	25 00		
Diamond	Pictou	32 00	25 00		
Diana	Alta	32 00	25 00		
Diligent River	Cumberland	152 00	60 00		5 00
Dillonton	Brome	23 41	25 00		
Dingwall	Victoria	43 25	25 00		
Dingwell's Mills	King's	11 00	25 00		
Dinorwic	Algoma	288 01	\$100 00		5 00
*Dinwoodie	Alta	76 25	18 75		
Dipper Harbour	St. John	14 00	25 00		
Dipper Harbour, West	St. John	8 50	25 00		
Dirleton	Carleton	71 20	40 00		
Discovery	Burrard	**	**		
× Disley	Assa. West	21 00	6 25		
Dixie	Peel	119 42	55 00		5 00
Dixon	Cornwall & Stormont	99 88	50 00		
Dixon	Sunbury & Queen's	37 75	25 00		
Dixon's Corners	Dundas	175 98	60 00	10 00	5 00
Dobson's Corner	Westmoreland	17 00	25 00		
Doctor's Brook	Antigonishe	17 00	25 00		
Doe Lake	Muskoka & Parry Sd.	39 37	25 00		
Dog Creek	Yale & Cariboo	57 20	36 00	8 00	
Dogherty	Sunbury & Queen	17 25	25 00		
Dolbeau	Chicoutimi & Saguenay	46 95	25 00		
Dollar	York, E.R.	27 78	25 00		
Dominion No. 4	Cape Breton	190 00	138 00		15 00
Dominionville	Glengarry	173 91	88 00		10 00
Domremy	Sask	63 77	25 00	4 00	
Domville	Grenville, S.R.	46 19	30 00		
Don	York, E.R.	63 25	25 00		
† Donaldson	Frontenac	11 00	4 16		
Donaldston	Queen's East	12 21	25 00		
Donegal	Perth, N.R.	93 20	48 00		5 00
Donegal	King's	3 00	25 00		
Dongola	Victoria, N.R.	21 41	25 00		
Dongola	Assa. East	46 83	25 00	8 00	
Donnybrook	Pictou	14 25	25 00		
Dorchester Crossing	Westmoreland	35 95	25 00	5 00	
† Doreenlee	Alta	36 08	14 58		
Dorking	Wellington, C.R.	36 40	25 00		
Dorland	Lennox	111 38	40 00		
Dornoch	Grey, N.R.	188 50	80 00		5 00
Dorn Ridge	York	24 23	25 00		
Dorval	Jacques Cartier	164 50	62 00		5 00
Dorval Station	Jacques Cartier	92 81	200 00		5 00
Doucettville	Digby	15 46	25 00		

\* Opened 1-10-03. † Opened 1-12-03. ‡ Opened 1-5-04. § Including \$20 night allowance. \*\* Salary, &c., entered in Auditor General's Report. × Opened 1-4-04. a Late l'Amable Station.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Douglas .....	York .....	N.B. 36 00	25 00		
Douglasburg .....	Laprairie & Napierville. Q	15 00	25 00		
Douglasfield .....	Northumberland .....	N.B. 3 00	25 00		
Douglas Lake .....	Yale & Cariboo .....	B.C. 57 69	25 00		
Douglaston .....	Assa. East .....	10 00	25 00		
Douglastown .....	Northumberland .....	N.B. 300 10	124 00		10 00
Douglas West .....	Gaspé .....	Q 25 00	25 00		
Douro .....	Peterborough, E.R. .....	O 105 62	52 00		5 00
Dover .....	Westmoreland .....	N.B. 26 00	25 00		
Dover Centre .....	Kent .....	O 75 90	36 00		
Dovercourt .....	York, O.R. .....	O 221 11	110 00		10 00
Dover Hill .....	Victoria, S.R. .....	N.B. 27 00	25 00		
Dover South .....	Kent .....	O 119 50	55 00		5 00
Dover West .....	Halifax .....	N.S. 30 00	25 00		
Downeyville .....	Victoria S.R. .....	O 76 66	36 00		
Downeyville .....	King's .....	N.B. 36 53	25 00	8 00	
Downsview .....	York, W.R. .....	O 79 74	64 00		
Dow Settlement .....	York .....	N.B. 15 42	25 00		
Doyle .....	Pontiac .....	Q 74 30	32 00		
Doyles .....	Kent .....	O 55 98	25 00		
Doyles Brook .....	Northumberland .....	N.B. 16 00	25 00		
Doyle Settlement .....	Restigouche .....	N.B. 11 00	25 00	3 00	
Dracon .....	Wellington, C.R. .....	O 28 28	25 00		
Drew .....	Wellington, N.R. .....	O 38 53	32 00		
Drew-Station .....	Wellington, N.R. .....	O 107 90	50 00		5 00
Drinkwater .....	Assa. West .....	184 88	60 00	3 09	5 00
Dromore .....	Queen's East .....	P.E.I. 12 00	25 00		
Drumhead .....	Guysboro .....	N.S. 46 00			
Dromore West .....	Queen's East .....	P.E.I. 7 96	25 00		
Drummond .....	Lanark, S.R. .....	O 40 00	25 00		
Drummond .....	Victoria .....	N.B. 59 00	25 00		
Drumquin .....	Halton .....	O 13 30			
*Dry Fork .....	Alta .....	27 33	20 83		
Dry River .....	Lisgar .....	M 52 98	25 00		
Drysdale .....	Huron, S.R. .....	O 122 43	50 00		5 00
Duagh .....	Alta .....	43 00	25 00	3 00	
Dublin Shore .....	Lunenburg .....	N.S. 66 00	25 00		
+Duabque .....	Kent .....	O 24 08	20 83		
Duclos .....	Wright .....	Q 133 58	54 00	3 00	5 00
Dudley .....	Simcoe, E.R. .....	O 64 96	30 00		
Dudswell Centre .....	Richmond & Wolfe .....	Q 37 95	25 00		
Dufferin .....	Frontenac .....	O 23 00	25 00		
Dufferin .....	Sunbury & Queen's .....	N.B. 18 00	25 00		
Dufferin Bridge .....	Muskoka & Parry Sd. .....	O 45 20	40 00		
Dufferin Mines .....	Halifax .....	N.S. 46 60	60 00		
Dufour .....	Charlevoix .....	Q 18 50	\$43 00		
Dufresne .....	Provencher .....	M 36 50	25 00	6 00	
Dugald .....	Selkirk .....	M 86 49	40 00		
Duhamel .....	Labelle .....	Q 17 64	25 00		
Dumbarton Station .....	Charlotte .....	N.B. 32 11	25 00		
Dumblane .....	Bruce, W.R. .....	O 36 75	25 00		
Dumfries .....	York .....	N.B. 23 73	25 00		
Dumoine .....	Pontiac .....	Q 45 10	30 00	18 00	
Dunallen .....	Brandon .....	M 18 98	25 00		
Dunany .....	Argenteuil .....	Q 21 00	25 00		
Dunara .....	Selkirk .....	M 34 41	25 00		
Dunbar .....	Dundas .....	O 207 24	90 00	28 00	5 00

\* Opened 1 9-03.    + Opened 1-9-03.    § Including \$18 night allowance.    ‡ Including \$6 arrears.  
a credit for new office not yet opened.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dunboro'.....	Missisquoi.....Q	27 52	25 00		
Dunboyme.....	Elgin, E.R.....O	41 34	25 00		
Duncan.....	Grey, E.R.....O	86 75	33 00		
Duncan.....	Lunenburg.....N.S	102 00	25 00		
Duncan Station.....	Drum'd & Arthabaska..Q	84 98	60 00		5 00
Duncerief.....	Middlesex, S.R.....O	80 00	50 00		5 00
Dundas.....	Kent.....N.B	12 00	25 00		
Dundas.....	King's.....P.E.I	125 19	70 00	5 00	
Dundee.....	Huntingdon.....Q	333 10	134 00		10 00
Dundee.....	Restigouche.....N.B	12 00	25 00		
Dundee.....	Selkirk.....M	28 90	25 00		
Dundee.....	Richmond.....N.S	3 00	25 00		
Dundee Centre.....	Huntingdon.....Q	99 80	44 00		5 00
Dundela.....	Dundas.....O	110 00	44 00		
Dundonald.....	Northumberland, E.R.O	109 00	42 00		
Dundurn.....	Assa. West.....O	559 16	152 15		15 00
Dunedin.....	Simcoe, N.R.....O	140 73	44 00		
Dunedin.....	Queen's West.....P.E.I	18 00	25 00		
Dungiven.....	Westmoreland.....N.B	20 98	25 00		
Dunkeld.....	Bruce, E.R.....O	31 45	25 00		
Dunkerron.....	York, N.R.....O	56 68	30 00		
Dunkin.....	Brome.....Q	107 20	48 00		
Dunleath.....	Assa. East.....O	10 00	25 00		
Dunlop.....	Huron, W.R.....O	89 00	50 00		5 00
Dunlop.....	Gloucester.....N.B	31 10	25 00		
Dunmaglass.....	Antigonishe.....N.S	11 50	25 00	3 00	
Dunmore.....	Antigonishe.....N.S	14 19	25 00		
Dunmore.....	Renfrew, N.R.....O	22 73	25 00		
Dunmore.....	Assa. West.....O	69 50	28 00		
Dunnet.....	Nipissing.....O	52 96	25 00	5 00	
Dunn's Valley.....	Algoma.....O	21 75	25 00		
Dunraven.....	Pontiac.....Q	93 75	33 00		
Dunrobin.....	Carleton.....O	146 67	60 00		5 00
Dunsford.....	Victoria, S.R.....O	177 21	54 00		5 00
Dunvegan.....	Inverness.....N.S	54 50	46 00	8 00	
Dupez's Corner.....	Westmoreland.....N.B	42 00	25 00		
Durban.....	Marquette.....M	37 15	25 00		
Durell.....	King's.....P.E.I	16 00	25 00		
Durham.....	Pictou.....N.S	196 61	66 00		5 00
Durham Bridge.....	York.....N.B	92 50	30 00		
Durham Centre.....	Restigouche.....N.B	147 35	56 00		5 00
Dutch Brook.....	Cape Breton.....N.S	14 00	25 00		
Dutch Settlement.....	Halifax.....N.S	25 25	25 00		
Duvar Road.....	Prince West.....P.E.I	22 00	25 00		
Dwight.....	Muskoka & Parry Sd..O	160 94	68 00		5 00
Dwyer Hill.....	Carleton.....O	106 12	52 00		5 00
Dyer.....	Cornwall & Stormont..O	22 96	25 00		
Dyer's Bay.....	Bruce, N.R.....O	91 00	35 00		
Dyment.....	Algoma.....O	39 50	84 00		
Dynevior.....	Selkirk.....M	4 00	25 00		
EADY.....	Simcoe, E.R.....O	85 20	40 00		
Eagle Butte.....	Assa. West.....O	60 35	25 00		
*Eagle Creek.....	Sask.....O	38 00	16 66		
Eagle Head.....	Shelburne & Queen's..N.S	39 59	25 00		

|| Including \$16 night allowance. \* Opened, 1-11-03. + Including \$20 night allowance. ÷ Including \$16 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electora District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Eagle Hill.....	Wentworth N. & Brant.O	69 08	25 00		
Eagle's Nest.....	Algoma.....	381 00	160 00		15 00
Eagle River.....	Assa, East.....	17 00	2 08		
Eakindale.....	Cornwall & Stormont..O	24 30	25 00		
Eamer's Corners.....	Wright.....	17 45	25 00		
Eardley.....	Alta.....	146 77	60 00		5 00
† Earling.....	Assa, East.....	15 08	8 33		
Earlswood.....	Nipissing.....	25 50	25 00		
† Earltown.....	Colchester.....	14 16	10 41		
Earltown.....	Simcoe, S.R.....	143 00	70 00	10 00	5 00
Earncliffe.....	Queen's East.....	9 19	25 00		
Earncliffe.....	Alta.....	32 75	25 00		
§ Earlville.....	Pontiac.....	30 80	10 41		
East Aldfield.....	Cumberland.....	7 05	25 00		
East Amherst.....	Cumberland.....	51 68	26 00		
East Apple River.....	King's.....	223 70	88 00		5 00
East Baltic.....	Macdonald.....	14 00	25 00		
East Bay.....	Cape Breton.....	36 93	25 00		
East Bay, North Side.....	Brome.....	9 94	25 00		
East Bolton.....	Cumberland.....	96 17	50 00	6 00	
East Brookville.....	Beauce.....	24 75	25 00		
East Broughton Station.....	Yarmouth.....	178 38	58 00		5 00
East Chebogue.....	Halifax.....	26 88	25 00		
East Chezzetcook.....	Compton.....	77 28	32 00	4 00	
East Clifton.....	Alta.....	105 07	48 00	3 00	5 00
East Clover Bar.....	Halifax.....	36 50	25 00		
East Dover.....	Richmond & Wolfe.....	33 00	25 00		
East Dudswell.....	Missisquoi.....	27 87	25 00		
East Dunham.....	Colchester.....	54 00	25 00		
East Earltown.....	Assa, West.....	74 05	30 00		
East End.....	Digby.....	114 41	44 00		5 00
East Ferry.....	Colchester.....	30 94	25 00		
East Folly Mountain.....	Carleton.....	43 25	25 00		
East Glassville.....	King's.....	33 00	25 00		
East Hall's Harbour Road.....	Compton.....	11 94	25 00		
East Hereford.....	Hastings, E.R.....	99 50	42 00		
East Hungerford.....	Annapolis.....	10 00	25 00		
East Inglisville.....	Halifax.....	36 82	25 00		
East Jeddore.....	Inverness.....	36 45	25 00		
Eastlake.....	Cumberland.....	14 00	25 00		
East Leicester.....	Cumberland.....	106 00	40 00		
East Linden.....	Grey, N.R.....	12 00	25 00		
East Linton.....	Mégantic.....	39 10	25 00		
East Magdala.....	Cumberland.....	2 49	25 00		
East Mapleton.....	Inverness.....	16 45	25 00		
East Margaree.....	Annapolis.....	41 70	25 00		
East Margaretsville.....	Colchester.....	43 05	25 00		
* East Mines Station.....	Colchester.....	36 70	16 66		
East Mountain.....	Colchester.....	9 00	25 00		
East New-Annan.....	Carleton.....	23 69	25 00		
East Newbridge.....	Simcoe, E.R.....	12 20	25 00		
† East Oro.....	Missisquoi.....	12 50	4 16		
East Pinnacle.....	King.....	5 00	25 00		
East Point.....	Shelburne & Queen's..N.S	18 00	25 00		
East Port-Medway.....	Lunenburg.....	56 44	25 00		
East River.....	Pictou.....	136 50	25 00		
East River, St. Mary's.....		66 38	39 00	11 00	

§ Opened, 1-6-04. \* Including \$6 night allowance. † Opened, 1-2-04. ‡ Opened, 1-3-04.  
 § Opened, 1-2-04. \* Re-opened, 1-2-04. † Opened, 1-5-04.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
East River, Sheet Harbour. . . . .	Halifax. . . . . N.S.	120 39	44 00		
East Rogerville. . . . .	Northumberland. . . N.B.	12 25	25 00		
East Roman Valley. . . . .	Guysborough. . . . . N.S.	28 00	25 00		
East Royalty. . . . .	Queen's West. . . . . P.E.I.	5 00	25 00		
East Sable River. . . . .	Shelburne & Queen's. N.S.	20 95	25 00		
East Scotch Settlement. . . . .	King. . . . . N.B.	12 50	25 00		
East Selkirk. . . . .	Selkirk. . . . . M.	320 83	96 00	8 50	10 00
East Side Port L'Hébert. . . . .	Shelburne & Queen's. N.S.	28 75	25 00		
East Side of Ragged Island. . . . .	Shelburne & Queen's. N.S.	40 64	25 00		
East Sooke. . . . .	Vancouver. . . . . B.C.	35 56	25 00		
East Southampton. . . . .	Cumberland. . . . . N.S.	49 39	25 00	10 00	
East Templeton. . . . .	Wright. . . . . Q.	308 45	162 00		15 00
Eastview. . . . .	Assa. West. . . . .	30 00	25 00		
Eastville. . . . .	Colchester. . . . . N.S.	97 36	46 00		5 00
East Wallace. . . . .	Cumberland. . . . . N.S.	23 50	25 00		
East Walton. . . . .	Hants. . . . . N.S.	27 00	25 00		
East Waterville. . . . .	York. . . . . N.B.	15 96	25 00		
East Wellington. . . . .	Vancouver. . . . . B.C.	15 40	25 00		
East Wentworth. . . . .	Cumberland. . . . . N.S.	111 40	57 00		5 00
East Williamsburg. . . . .	Dundas. . . . . O.	15 00	25 00		
Eastwood. . . . .	Oxford, S.R. . . . . O.	211 00	80 00		5 00
Eaton. . . . .	Compton. . . . . Q.	125 40	70 00		5 00
Eatonville. . . . .	Cumberland. . . . . N.S.	51 70	30 00		
Eauclaire. . . . .	Dist. of Nipissing. . . O.	193 60	64 00	5 00	5 00
Ebbfleet. . . . .	Prince West. . . . . P.E.I.	26 01	25 00		
Ebenezer. . . . .	Queen's East. . . . . P.E.I.	19 00	25 00		
Ebenezer. . . . .	Assa. East. . . . .	28 73	25 00		
Eberts. . . . .	Bothwell. . . . . O.	77 54	36 00		
Ebor. . . . .	Brandon. . . . . M.	38 37	25 00		
Eburne. . . . .	New Westminster. . . B.C.	330 51	56 00		5 00
Echo Bay. . . . .	Algoma. . . . . O.	335 91	118 00	8 00	10 00
Echo Place. . . . .	Wentworth N. & Brant. O.	131 00	50 00		
Echo River. . . . .	Algoma. . . . . O.	4 00	25 00		
Echo Vale. . . . .	Compton. . . . . Q.	67 00	33 00	11 00	
Economy Point. . . . .	Colchester. . . . . N.S.	69 43	42 00		
Ecum Secum. . . . .	Guysborough. . . . . N.S.	124 20	47 00		5 00
Ecum Secum Bridge. . . . .	Halifax. . . . . N.S.	102 01	52 00		5 00
Edberg. . . . .	Alta. . . . .	105 68	38 00	2 92	
*Edensville. . . . .	Alta. . . . .	27 58	14 58		
Eddystone. . . . .	Northumberland, W.R. O.	58 78	28 00		
Eden. . . . .	Elgin, E.R. . . . . O.	187 70	\$ 92 00		15 00
Eden. . . . .	Macdonald. . . . . M.	56 70	25 00		
Eden Grove. . . . .	Bruce, E.R. . . . . O.	115 75	70 00		5 00
Eden Lake. . . . .	Pictou. . . . . N.S.	25 00	31 00		
Eden Mills. . . . .	Wellington, S.R. . . O.	204 59	76 00		5 00
Edenwold. . . . .	Assa. West. . . . .	25 24	25 00		
Edgar. . . . .	Simcoe, E.R. . . . . O.	135 00	64 00		5 00
Edgar Mills. . . . .	Essex, S.R. . . . . O.	61 92	25 00		
Edge Hill. . . . .	Grey, S.R. . . . . O.	34 00	30 00		
Edgeley. . . . .	York, W.R. . . . . O.	304 00	138 00		15 00
Edgeley. . . . .	Assa. East. . . . .	73 28	44 00		
Edgett's Landing. . . . .	Albert. . . . . N.B.	54 40	30 00		
Edgewood. . . . .	Yale & Cariboo. . . . B.C.	45 58	28 00		
Edina. . . . .	Argenteuil. . . . . Q.	8 00	25 00		
Edison. . . . .	Alberta. . . . .	29 00			
Edmondville. . . . .	Lotbinière. . . . . Q.	40 00	25 00		
Edville. . . . .	Northumberland, E.R. O.	63 80	36 00		
+Edwand. . . . .	Alta. . . . .	10 00	2 08		

\* Opened, 1-12-03.  
office not yet opened.

† Opened, 1-6-04.

‡ Including \$12 night allowance.  
Including \$6 night allowance.

a Credit for new



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Edwards .....	Russell .....	O 96 10	28 00		
Edwardsville .....	Cape Breton .....	N.S. 24 20	25 00		
Edwell .....	Alta .....	64 31	25 00		
Edy's Mills .....	Bothwell .....	O 154 55	65 00	3 00	5 00
Eel Brook .....	Yarmouth .....	N.S. 71 03	36 00	3 00	
Eel Cove .....	Victoria .....	N.S. 25 75	25 00		
Eel Creek .....	Cumberland .....	N.S. 23 96	25 00		
Eel River Lake .....	York .....	N.B. 26 23	25 00		
Effingham .....	Lincoln & Niagara .....	O 54 38	30 00		
Egan Creek .....	Hastings, N.R. ....	O 30 15	25 00		
Egbert .....	Simcoe, S.R. ....	O 87 60	52 00		
Egerton .....	Wellington, N.R. ....	O 51 10	30 00		
Egg Island .....	Chicoutimi & Saguenay.	Q 22 92	25 00		
Egg Lake .....	Alta .....	12 20	25 00		
Egmondville .....	Huron, S.R. ....	O 220 00	110 00		10 00
Egmont Bay .....	Prince East .....	P.E.I. 17 75	25 00		
Egypto .....	Shefford .....	Q 35 83	25 00		
Eight Island Lake .....	Guysborough .....	N.S. 13 96	25 00		
Elba .....	Cardwell .....	O 12 00	25 00		
Elb Mills .....	Leeds, S.R. ....	O 71 39	28 00		
Elcho .....	Lincoln & Niagara .....	O 110 00	44 00		5 00
Elder .....	Cardwell .....	O 16 71	25 00		
Elder's Mills .....	York, W.R. ....	O 63 30	34 00		
Eldon Station .....	Victoria, N.R. ....	O 62 90	32 00		
Eldorado .....	Hastings, N.R. ....	O 182 26	75 00	4 00	5 00
Elford .....	Essex, S.R. ....	O 31 71	25 00		
Elfrida .....	Wentworth, S.R. ....	O 31 00	25 00		
Elgin .....	Pictou .....	N.S. 15 50	25 00		
Elgin .....	New Westminster .....	B.C. 42 91	25 00		
Elginburg .....	Frontenac .....	O 117 46	55 00		5 00
Elginfield .....	Middlesex, E.R. ....	O 41 50	25 00		
Elgin House .....	Simcoe, E.R. ....	O 92 00	28 00		
Elgin Mills .....	York, W.R. ....	O 116 50	50 00		5 00
Elgin Road .....	L'Islet .....	Q 50 97	25 00		
Elia .....	York, W.R. ....	O 30 67	25 00		
Elie .....	Selkirk .....	M 120 24	45 00		5 00
Elimville .....	Perth, S.R. ....	O 76 00	41 00		
Elizabethville .....	Durham, E.R. ....	O 183 97	78 00		5 00
Elizabeth Bay .....	Algoma .....	O 16 45	25 00		
Elkmouth .....	Yale & Cariboo .....	B.C. 81 80	25 00	4 50	
Elko .....	Yale & Cariboo .....	B.C. 274 46	317 02		52 05
*Elk Prairie .....	Yale & Cariboo .....	B.C. 30 00	18 75		
Elkwater .....	Assa. West .....	75 01	25 00		
Ellaton .....	Norfolk, N.R. ....	O 20 66	25 00		
Ellengowan .....	Bruce, E.R. ....	O 18 00	25 00		
Ellen's Town .....	Northumberland .....	N.B. 20 00	25 00		
Ellershous .....	Hants .....	N.S. 237 67	92 00	11 00	10 00
Ellerslie .....	Alta .....	52 51	25 00	10 00	
Ellesmere .....	York, E.R. ....	O 65 64	38 00		
Elliott .....	Lanark, S.R. ....	O 44 62	28 00		
Elliott's Corners .....	Simcoe, E.R. ....	O 27 93	25 00		
Elliott's Mills .....	Queen's West .....	P.E.I. 32 50	25 00		
Elliott Vale .....	King's .....	P.E.I. 19 50	25 00		
Ellisboro' .....	Assa. East .....	193 29	78 00		5 00
Ellis River .....	Prince West .....	P.E.I. 2 00	25 00		
Ellisville .....	Leeds, S.R. ....	O 46 96	36 00		
Elm .....	Lanark, N.R. ....	O 28 55	23 95		
Elma .....	Dundas .....	O 109 69	50 00		5 00

|| Summer office.

¶ Including \$6 night allowance.

\*Opened 1-10-03.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Elmbank .....	Peel .....	O 55 86	40 00		
Elmcroft .....	Charlotte .....	N.B. 21 71	25 00		
Elmfield .....	Pictou .....	N.S. 19 50	25 00		
Elmgrove .....	Simcoe, S.R. ....	O 77 18	38 00		
Elmhedge .....	Grey, E.R. ....	O 31 51	25 00		
Elmhurst .....	King's .....	N.B. 24 73	25 00		
Elmira .....	King's .....	P.E.I. 25 00	25 00		
Elmore .....	Assa. East .....	26 75	25 00		
Elmsdale .....	Prince West .....	P.E.I. 148 52	72 00		5 00
Elmside .....	Pontiac .....	Q 107 83	55 00	7 00	5 00
Elm Springs .....	Assa. West .....	39 13	25 00		
Elmstead .....	Essex, N.R. ....	O 48 00	32 00		
Elmsvale .....	Halifax .....	N.S. 102 55	57 00		5 00
Elmsville .....	Charlotte .....	N.B. 80 60	40 00		
Elm Tree .....	Addington .....	O 11 45	25 00		
Elm Valley .....	Brandon .....	M 20 00	32 00		
Elm Valley .....	King's .....	N.B. 4 00	25 00		
Elmwood .....	King's .....	N.B. 18 48	25 00		
Elmwood .....	Queen West .....	P.E.I. 7 98	25 00		
Elphin .....	Lanark, N.R. ....	O 118 25	60 00		5 00
Elsie .....	Victoria, N.R. ....	O 9 00	25 00		
Elsinore .....	Bruce, N.R. ....	O 147 10	75 00		5 00
Elton .....	Brandon .....	M 22 59	25 00		
Enard .....	Beauharnois .....	Q 2 00	25 00		
Emberson .....	Muskoka & Parry Sd.	O 5 00	25 00		
Emerald .....	Lennox .....	O 86 50	52 00		5 00
Emerald .....	Inverness .....	N.S. 12 23	25 00		
Emerald .....	Prince East .....	P.E.I. 136 50	49 00	66 00	
Emerson .....	Kent .....	N.B. 27 00	25 00		
Emery .....	York, W.R. ....	O 89 00	36 00		
Emileville .....	Rouville .....	Q 114 00	48 00		
Emmaville .....	..Sask. ....	11 45	25 00		
Emmett .....	Renfrew, S.R. ....	O 22 73	25 00		
Emo .....	Algoma .....	O 858 86	285 00	8 00	30 00
Empey .....	Hastings, N.R. ....	O 23 14	25 00		
Empire .....	Haldimand & Monck	O 54 13	28 00		
Emyvale .....	Prince East .....	P.E.I. 28 61	25 00		
Enfield .....	Durham, W.R. ....	O 214 50	92 00		10 00
Enfield .....	Hants .....	N.S. 225 34	86 00	22 00	5 00
English Corner .....	Halifax .....	N.S. 45 74	30 00		
Enmore .....	Prince West .....	P.E.I. 42 90	25 00		
Ennis .....	Cardwell .....	O 13 20	25 00		
Ennishore .....	Victoria .....	N.B. 17 75	25 00		
Enniskillen .....	Durham, W.R. ....	O 271 47	100 00		10 00
Enniskillen Station .....	Sunbury & Queen's	N.B. 79 72	38 00	2 00	
Ennismore .....	Peterborough, W.R.	O 203 35	76 00	14 00	5 00
Ennotville .....	Wellington, C.R. ....	O 49 80	36 00		
Enon .....	Cape Breton .....	N.S. 7 25	25 00		
Entry Island .....	Gaspe .....	Q 9 00	25 00		
Epping .....	Grey, E.R. ....	O 46 00	30 00	22 00	
Epsom .....	Ontario, S.R. ....	O 55 98	36 00		
Epworth .....	New Westminster ..	B.C. 54 13	25 00		
Eramosa .....	Wellington, S.R. ....	O 90 00	36 00		
Erb .....	King's .....	N.B. 5 00	25 00		
Erbsville .....	Waterloo, N.R. ....	O 24 00	25 00		
Eric .....	Frontenac .....	O 80 00	36 00		
Erie .....	Norfolk, S.R. ....	O 19 22	25 00		
‡Erieau .....	Kent .....	O 25 00	25 00		

‡ Summer office.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Erie View.....	Norfolk, S. R. ....O	185 55	100 00	27 00	10 00
Erinsville.....	Addington.....O	149 30	62 00	5 00	5 00
Erinview.....	Selkirk.....M	44 60	25 00		
Erinville.....	Guysborough.....N.S	30 50	25 00		
Erle.....	Richmond & Wolfe...Q	53 97	25 00		
Ernestown Station.....	Lennox.....O	84 50	37 00	24 00	
Errington.....	Vancouver.....B.C	22 95	25 00		
Escott.....	Leeds, S. R. ....O	138 89	55 00		5 00
Escuminac.....	Bonaventure.....Q	103 15	36 00	5 00	
Escuminac East.....	Bonaventure.....Q	15 20	25 00		
Escuminac.....	Northumberland....N.B	35 94	25 00		
Esdraelon.....	Carleton.....N.B	24 73	25 00		
Eskasoni.....	Cape Breton.....N.S.	14 98	25 00		
Eskdale.....	Bruce, W. R. ....O	14 00	25 00		
Esmonde.....	Renfrew, S. R. ....O	7 50	25 00		
Esquesing.....	Halton.....O	169 22	64 00		5 00
Esquimaux, Pointe.....	Chicoutimi & Saguenay Q	100 33	44 00	55 00	
Essex.....	Inverness.....N.S.	16 00	25 00		
Essoville.....	Peterborough, E. R. ...O	25 98	25 00		
+Esterhazy.....	Assa. East.....	345 06	16 66		
Estmere.....	Victoria.....N.S.	56 98	25 00		
Etang-du-Nord.....	Gaspé.....Q	67 20	26 00		
Ethelbert.....	Marquette.....M	293 40	104 00		10 00
Ethelton.....	Sisk.....	21 56	14 58		
Etna.....	King's.....N.S	9 00	25 00		
Etobicoke.....	York, W. R. ....O	48 75	25 00		
Ettrick.....	Middlesex, E. R. ....O	6 00	25 00		
Ettyville.....	Russell.....O	32 75	25 00		
Eustis.....	Sherbrooke.....Q	174 31	90 00		5 00
Evadale.....	King's.....N.B	15 00	25 00		
Evans.....	Sunbury & Queen's..N.B	21 75	25 00		
SEvanston.....	Richmond.....N.S	33 22	12 50		
Evansville.....	Algoma.....O	32 83	25 00		
Evarts.....	Alta.....	94 72	25 00		
Evelyn.....	Middlesex, E. R. ....O	84 60	44 00		
Everett.....	Victoria.....N.B	65 63	25 00		
Eversley.....	York, N. R. ....O	57 07	38 00		
Ewan.....	Victoria, N. R. ....O	14 18	25 00		
*Ewing.....	Alta.....	60 94	21 91		
Exmoor.....	Northumberland....N.B	14 25	25 00		
Extension.....	Vancouver.....B.C	138 85	100 00	1 00	5 00
Eye Brow Hill.....	Assa. West.....	7 00	2 08		
FABRE.....	Pontiac.....Q	18 00	25 00		
Factory Dale.....	King's.....N.S	10 00	25 00		
Fairbairn.....	Victoria, S. R. ....O	34 35	25 00		
Fairbank.....	York, W. R. ....O	40 50	25 00		
Fairfax.....	Stanstead.....Q	22 75	25 00		
Fairfield.....	King's.....P.E.I	17 95	25 00		
Fairfield.....	St. John.....N.B	51 07	25 00		
Fairfield East.....	Brockville.....O	35 98	25 00		
Fairfield Plain.....	Oxford, S. R. ....O	68 67	25 00		
Fairford.....	Selkirk.....M	33 95	25 00		
Fair Ground.....	Norfolk, S. R. ....O	122 50	64 00	5 00	
Fairhall.....	Lisgar.....M	14 66	25 00		

\* Opened 15-8-03.

+ Opened 1-11-03.

O Opened 1-12-03.

§ Opened 1-1-04.

a Opened 1-6-04

† Including \$4 night allowance.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Fairhaven...	Charlotte..... N.B.	64 25	30 00	5 00	
Fairholme.....	Muskoka & Parry Sd. O	27 07	25 00	1 11	
Fairley.....	Northumberland..... N.B.	37 71	25 00		
Fairlight.....	Assa. East	22 16	25 00		
Fairmede.....	Assa. East	61 20	36 00	12 00	
Fairmont.....	Antigonishe..... N.S.	7 00	25 00		
Fairmont Springs.....	Yale & Cariboo..... B.C.	13 45	25 00		
Fairmount.....	Grey, E. R..... O	31 89	25 00		
Fair Play.....	Essex, N. R..... O	20 00	30 00		
Fair Valley.....	Simcoe, E.R..... O	25 05	25 00		
Fairview.....	Perth, S.R..... O	30 00	30 00		
Fairview.....	Westmoreland..... N.B.	1 00	25 00		
Fairview.....	Queen's West..... P.E.I	11 23	25 00		
Fairview Station.....	Halifax..... N.S.	166 50	48 00		5 00
Fairville.....	Assa. West	33 29	25 00		
Fairy Bank.....	Alta	48 00	25 00	2 75	
Fairy Hill.....	Assa. West	59 15	25 00		
Falconbridge.....	Middlesex, S.R..... O	42 85	25 00		
Falcing.....	Muskoka & Parry Sd. O	127 61	60 00		5 00
Falkenburg Station.....	Simcoe, E.R..... O	240 10	82 00	84 00	5 00
Falkirk.....	Middlesex, N.R..... O	101 20	45 00		5 00
Falkland.....	Brant, S. R..... O	62 30	32 00		
Falkland.....	Halifax..... N.S.	6 00	25 00		
Falkland.....	Yale & Cariboo..... B.C.	31 77	25 00		
Falkland Ridge.....	Annapolis..... N.S.	42 04	25 00		
Fallbrook.....	Lanark, S. R..... O	150 00	70 00		5 00
Fallowfield.....	Carleton..... O	202 34	76 00		5 00
Falls View.....	Welland..... O	599 42	178 00		20 00
Falmouth.....	Hants..... N.S.	62 02	25 00		
Falmouth Station.....	Hants..... N.S.	282 00	112 00	18 00	10 00
Fannystelle.....	Lisgar..... M	398 58	110 00		10 00
Fanshawe.....	Middlesex, E.R..... O	23 76	25 00		
Faraday.....	Hastings, N.R..... O	17 20	25 00		
Farewell.....	Wellington, N. R..... O	82 38	40 00	4 00	
Fargo.....	Kent..... O	55 65	36 00	3 00	
Farmerston.....	Carleton..... N.B.	20 25	25 00		
Farmington.....	King's..... P.E.I	12 96	25 00		
Farmington.....	Cumberland..... N.S.	18 75	25 00		
Farnam's Corner's.....	Missisquoi..... Q	73 52	28 00		
Farnboro'.....	Brome..... Q	15 50	25 00		
Farncon.....	Missisquoi..... Q	47 00	25 00		
Farnham Centre.....	Brome..... Q	71 00	40 00		
Farrelton.....	Wright..... Q	249 95	92 00	5 00	10 00
Fassifern.....	Glengarry..... O	53 55	30 00		
Fauvel.....	Bonaventure..... Q	49 13	25 00		
Fauxbourg.....	Lunenburg..... N.S.	4 00	25 00		
Fawcett Hill.....	Westmoreland..... N.B.	25 00	30 00		
Fawkham.....	Ontario, N.R..... O	40 64	25 00		
Feener's Corner.....	Lunenburg..... N.S.	20 21	25 00		
Fellows.....	Lennox..... O	28 00	25 00		
Felton.....	Russell..... O	27 45	25 00		
Feltz, South.....	Lunenburg..... N.S.	18 00	25 00		
Fenaghvale.....	Prescott..... O	25 17	25 00		
Fenella.....	Northumberland, W.R.O	117 25	56 00		5 00
Fennell's.....	York, N.R..... O	60 95	30 00		
Fenwick.....	King's..... N.B.	16 50	25 00		
Fenwick.....	Cumberland..... N.S.	20 00	25 00		
Ferguslea.....	Renfrew, S.R..... O	23 48	25 00		



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ferguson.....	Middlesex, E. R. ....	O 88 87	30 00		
Ferguson's Falls.....	Lanark, S. R. ....	O 80			
Ferguson's Lake.....	Richmond N. S. ....	O 20 00	25 00		
Ferguson's Point.....	Gloucester N. B. ....	O 41 00	28 00		
Fergusonvale.....	Simcoe, N. R. ....	O 96 90	40 00		
Ferne Neuve.....	Wright, Q. ....	124 10	45 00		5 00
Fermoy.....	Addington O. ....	O 35 38	25 00		
Fernbank.....	Perth, N. R. ....	O 20 25	25 00		
Ferndale.....	Assa. East	13 52	25 00		
Ferndale.....	Albert N. B. ....	O 2 00	25 00		
*Ferndale House.....	Simcoe, E. R. ....	O 68 00	30 00		
Fernetville.....	Berthier Q. ....	O 52 00	36 00		
Fern Glen.....	Muskoka & Parry Sd. O	O 30 00	25 00		
Fernhill.....	Middlesex, S. R. ....	O 78 59	44 00		
Fernlee.....	Algoma O. ....	O 64 17	25 00		
Ferneleigh.....	Addington O. ....	O 32 00	25 00		
Fernwood.....	Prince East P. E. I.	O 31 46	25 00		
*Fernton.....	Selkirk M. ....		1 26		
Ferris.....	Sunbury & Queen's N. B.	12 75	25 00		
Ferry Landing.....	Victoria N. S. ....	O 89 25	40 00	4 00	
†Ferry Point.....	Alta	O 31 00	6 25		
Ferryville.....	Carleton N. B. ....	O 4 00	25 00		
Fesserton.....	Simcoe, E. R. ....	O 459 34	184 00		20 00
Fetherston.....	Muskoka & Parry Sd. O	O 51 00	25 00		
Field.....	Nipissing O. ....	O 26 96	25 00		
Fieldville.....	Wright Q. ....	O 26 31	25 00		
Fife.....	Yale & Cariboo B. C.	O 66 55	25 00		
Fifteen Mile Stream.....	Halifax N. S. ....	O 10 00	25 00		
File Hills.....	Assa. East	O 82 33	25 00		
†Fillmore.....	Assa. East	O 74 16	10 41		
Findlay.....	Brandon M. ....	O 141 20	52 00	12 00	5 00
Finger Board.....	Victoria, S. R. ....	O 31 75	25 00		
Finlayson.....	Victoria N. S. ....	O 11 00	25 00		
Findona.....	Cardwell O. ....	O 22 75	25 00		
Fire Valley.....	Yale & Cariboo B. C.	O 71 06	25 00		
Fir Grove.....	Albert N. B. ....	O 3 00	25 00		
Fir Grove.....	Dorchester Q. ....	O 34 48	25 00		
First South.....	Lunenburg N. S. ....	O 30 31	25 00		
Fishburn.....	Alta	O 91 18	40 00		
Fisherman's Harbour.....	Guysborough N. S.	O 18 15	25 00		
Fisherville.....	Haldimand & Monck O	O 250 23	113 00		10 00
Fishing Lake.....	Assa. East	O 202 22	44 00	1 25	
Fish Lake.....	Prince Edward O. ....	O 39 00	25 00		
Fitzgerald Station.....	Prince West P. E. I.	O 128 00	56 00	18 00	5 00
Fitzmaurice.....	Assa. East	O 18 87	25 00		
Fitzpatrick.....	Northumberland N. B.	O 27 75	25 00		
Five Mile River.....	Hants N. S. ....	O 40 92	25 00		
Flamboro', Centre.....	Wentworth, S. R. ....	O 36 94	30 00		
Flanders.....	Compton Q. ....	O 23 17	25 00		
Flatlands.....	Restigouche N. B.	O 105 75	49 00		
Flat River.....	Queen's East P. E. I.	O 64 96	30 00	5 00	
Flee Island.....	Macdonald M. ....	O 93 50	25 00		
Fletcher.....	Kent O. ....	O 300 71	110 00		10 00
Flett's Springs.....	Sask	O 142 45	50 00	1 75	5 00
Fletwode.....	Assa. East	O 142 46	60 00	4 50	5 00
Fleurant.....	Bonaventure Q. ....	O 3 00	25 00		
Flint Hill.....	Albert N. B. ....	O 6 00	25 00		

† Opened 1-2-04. ‡ Opened 1-4-04. Late Sea Cow Head 1-4-04.  
29-7-03. \* Summer office.

† Closed

SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Flodden.....	Richmond & Wolfe...Q	63 76	32 00		
Florenta.....	Macdonald.....M	5 00	25 00		
Flowers' Cove.....	Sunbury & Queen...N.B	16 50	25 00		
Flower Station.....	Lanark, N.R.....O	108 66	52 00		5 00
Flume Ridge.....	Charlotte.....N.B	21 25	25 00		
Foam Lake.....	Assa East.....	65 95	25 00		
Folden's Corners.....	Oxford, S.R.....O	64 80	47 00		
Foley.....	Ontario, S.R.....O	27 00	25 00		
Foley Brook.....	Victoria.....N.B	26 75	25 00		
Folger Station.....	Lanark, N.R.....O	130 61	76 00		5 00
Folkins.....	King.....N.B	25 00	25 00		
Folly Lake.....	Colchester.....N.S	62 01	30 00		
Folly Mountain.....	Colchester.....N.S	14 00	25 00		
Fonderie.....	Gaspé.....Q	36 83	25 00		
Fontenelle.....	Gaspé.....Q	27 00	25 00		
Fontenoy.....	Richmond.....Q	8 95	25 00		
Forbes.....	Colchester.....N.S	3 00	25 00		
Forbes Point.....	Shelburne & Queen's..N.S	51 67	25 00		
Ford's Mills.....	Kent.....N.B	62 40	30 00	7 00	
Fordyce.....	Huron, W.R.....O	50 73	25 00		
Forestdale.....	Nicolet.....Q	6 01	50 00		
Forest Farm.....	Assa East.....	15 00	25 00	3 00	
Forest Glade.....	Annapolis.....N.S	22 98	25 00		
Forest Glen.....	Inverness.....N.S	8 20	25 00		
Forest Hill.....	Albert.....N.B	14 47	25 00		
Forest Hill.....	King.....P.E.I	13 00	25 00		
Forest Home.....	King.....N.S	13 50	25 00		
Forest Mills.....	Lennox.....O	35 48	25 00		
Foreston.....	Carleton.....N.B	83 68	44 00		
Forestville.....	Norfolk, S.R.....O	149 61	70 00		5 00
Forfar.....	Leeds, S.R.....O	164 25	64 00		5 00
Fork River.....	Marquette.....M	219 01	78 00		5 00
†Forget.....	Russell.....O	5 00	4 16		
Forks.....	Sunbury & Queen's..N.B	14 00	25 00		
Forks, Baddeck.....	Victoria.....N.S	13 35	25 00		
Forrest Station.....	Brandon.....M	179 83	92 00		10 00
*Forshee.....	Alta.....	14 61	16 66		
Fort-à-la-Corne.....	Sask.....	39 85	25 00	12 00	
Fort Alexander.....	Selkirk.....M	48 75	25 00	5 00	
Fort Augustus.....	Queen-Est.....P.E.I	1 00	25 00		
Fort Ellice.....	Marquette.....M	21 56	30 00	2 50	
Fortescue.....	Peterboro, E.R.....O	21 71	25 00		
Forties Settlement.....	Lunenburg.....N.S	47 00	25 00		
Fort Lawrence.....	Cumberland.....N.S	50 00	30 00	5 00	
Fort Louisburg.....	Cape Breton.....N.S	14 98	25 00		
Fort Pelly.....	Assa East.....	74 82	32 00	2 50	
Fort Point.....	Digby.....N.S	46 00	25 00		
Fortune Bridge.....	King.....P.E.I	54 00	28 00		
Fortune Cove.....	Prince West.....P.E.I	34 46	25 00		
Fort William.....	Pontiac.....Q	77 00	30 00		
Fort William West.....	Algoma.....O	81 80	74 00	1 00	5 00
†Forty Mile.....	Yukon Territory....	**	**		
Foster.....	Brome.....Q	249 91	124 00	16 00	10 00
Foster's Croft.....	King's.....N.B	4 00	25 00		
Fosterville.....	York.....N.B	73 32	25 00		
Found's Mills.....	Queen's West.....P.E.I	31 75	25 00		
Fouchu.....	Richmond.....N.S	105 59	50 00	3 00	

\* Opened 1-11-03. \*\* Salary, &c., entered in Auditor General's Report. † Late Fort Cudahy 1-12-03.  
 ‡ Opened 1-5-04. ¶ Including \$16 night allowance.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Four Falls .....	Victoria..... N.B.	60 46	30 00	4 00	
Four Mile Brook .....	Pictou..... N.S.	31 95	25 00		
Four Roads.....	Gloucester..... N.B.	21 75	25 00		
Fowler's Corners.....	Peterborough, W.R..... O	63 00	30 00		
Fox .....	Macdonald..... M	21 72	25 00		
Fox Bay.....	Chicoutimi & Saguenay..... Q	10 00	25 00		
Foxboro' .....	Hastings, E.R..... O	287 70	122 00	5 00	10 00
Fox Creek.....	Westmoreland..... N.B.	111 00	55 00		5 00
Fox Harbour.....	Cumberland..... N.S.	48 98	25 00		
Fox Island Main.....	Guysborough..... N.S.	14 00	25 00		
Foxleigh .....	Assa. West.....	30 42	25 00		
Foxmead .....	Simcoe, E.R..... O	89 03	42 00		
Fox Point.....	Muskoka & Parry Sd..... O	243 90	68 00		5 00
Fox River.....	Cumberland..... N.S.	194 33	70 00		5 00
Foxton.....	Selkirk..... M	41 96	36 00		
Foymount.....	Renfrew, S.R..... O	22 69	25 00		
Framboise .....	Richmond..... N.S.	80 80	40 00	4 00	
†Framboise Intervale.....	Richmond..... N.S.	8 00	6 25		
†Francis.....	Assa., East.....	12 00			
†Frammes .....	Selkirk, Man.....	6 00			
Franconia.....	Haldimand & Monck..... O	78 84	34 00		
Frank Hill.....	Victoria, S.R..... O	5 00	25 00		
Franklin .....	Durham, E.R..... O	98 64	52 00	22 00	
Franklin Corners.....	Prescott..... O	55 00	30 00		
Franks Bay.....	Muskoka & Parry Sd..... O	35 00	25 00		
Franktown.....	Lanark, S.R..... O	202 94	88 00		5 00
Frankville.....	Antigonishe..... N.S.	76 37	30 00		
Fraserburg.....	Ontario, N.R..... O	51 24	25 00		
Fraser's Grant.....	Antigonishe..... N.S.	1 00	25 00		
Fraser's Mills.....	Antigonishe..... N.S.	19 50	25 00	3 00	
Fraserville.....	Durham, E.R..... O	101 70	44 00		
Fréchette .....	Lévis..... Q	43 95	25 00		
Fredericton Road.....	Westmoreland..... N.B.	24 23	25 00		
Fredericton Station.....	Prince East..... P.E.I.	75 30	26 00		
Freeborn .....	Perth, N.R..... O	64 30	28 00		
Freeland .....	Leeds, S.R..... O	42 00	25 00		
Freeland .....	Prince West..... P.E.I.	81 50	40 00		
Freeport .....	Waterloo, S.R..... O	56 68	37 00		
*French .....	Sask.....	27 20	8 33		
French Bay.....	Bruce, N.R..... O	12 21	25 00		
French Creek.....	Vancouver..... B.C.	84 56	36 00		
French Lake.....	Sunbury & Queen's..... N.B.	25 67	25 00		
French River.....	Pictou..... N.S.	35 00	25 00	3 00	
French River.....	Queen's West..... P.E.I.	138 00	54 00		5 00
French Road.....	Cape Breton..... N.S.	15 00	25 00		
Frenchvale .....	Cape Breton..... N.S.	2 65	25 00		
French Village.....	Drummond & Arthab. Q	330 08	120 00		10 00
French Village.....	Queen's East..... P.E.I.	6 00	25 00		
French Village.....	King's..... N.B.	12 00	25 00		
French Village.....	Halifax..... N.S.	107 55	48 00		5 00
Friar's Head.....	Inverness..... N.S.	18 66	\$31 00		
Friar's Head Chapel.....	Inverness..... N.S.	34 00	\$31 00		
Froatburn .....	Dundas..... O	30 86	25 00		
Frogmore .....	Norfolk, S.R..... O	83 00	28 00		
Frome.....	Elgin, W.R..... O	47 83	25 00		
Frontenac.....	Lotbinière..... Q	75 20	36 00		
Frontier .....	Huntingdon..... Q	22 75	25 00		

\* Opened 1-3-04 † Re-opened 1-4-04. α Including \$10 night allowance. § Including \$6 night allowance. ¶ Including \$6 night allowance. ‡ Credit for new office not yet opened.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Frost Village .....	Sheffield .....	Q 32 00	25 00		
Fruitland .....	Wentworth, S.R. ....	O 254 02	120 00		10 00
Fry's .....	Assa. East .....	63 96	32 00		
Fulford .....	Brome .....	Q 128 50	72 00		5 00
Fuller .....	Hastings, N.R. ....	O 41 73	25 00		
Fulton .....	Wentworth, S.R. ....	O 96 45	40 00		
Fulton Brook .....	Sunbury & Queen's, N.B.	8 00	25 00		
Fulton's Mills .....	Wellington, N.R. ....	O 31 92	25 00		
Furnace Falls .....	Victoria, N.R. ....	O 22 44	25 00		
<b>GABAROUSE BARACHOIS.</b>					
Gabarouse Lake .....	Cape Breton .....	N.S. 182 39	66 00		5 00
Gabriola Island .....	Cape Breton .....	N.S. 11 00	25 00		
Gad's Hill .....	Vancouver .....	B.C. 41 75	25 00		
Galbraith .....	Perth, N.R. ....	O 114 08	48 00		
*Galesburg .....	Lanark, N.R. ....	O 19 00	25 00		
Gallagher .....	Peterborough, E. R. ....	O 18 16	10 41		
Galena .....	Westmoreland .....	N.B. 16 00	25 00		
Gallingertown .....	Yale & Cariboo .....	B.C. 43 75	25 00		
Galson .....	Cornwall & Stormont ..	O 6 18	25 00		
Galston .....	Compton .....	O 35 00	28 00		
Galway .....	Nipissing .....	O 38 32	25 00		
Gamble's Corners .....	Albert .....	N.B. 16 00	25 00		
Gamebridge .....	Prince East .....	P.E.I. 11 25	25 00		
Gananogue Junction .....	Ontario, N.R. ....	O 442 84	216 00		20 00
Gang Ranch .....	Leeds, S.R. ....	O 71 11	23 84		
†Gap View .....	Yale & Cariboo .....	B.C. 37 91	25 00		
Garden Hill .....	Assa. East .....	12 05	6 25		
Garden Island .....	Durham, E.R. ....	O 153 96	75 00		5 00
Garden of Eden .....	Frontenac .....	O 192 31	92 00		10 00
Garden River .....	Pictou .....	N.S. 32 25	25 00		
Gardenville .....	Algoma .....	O 405 47	106 00		10 00
Gardiner's Creek .....	Prince Edward .....	O 40 97	25 00		
Gardner's Mills .....	St. John .....	N.B. 26 23	25 00		
Garfield .....	Yarmouth .....	N.S. 24 75	25 00		
Garland .....	Queen East .....	P.E.I. 15 71	25 00		
Garland .....	Châteauguay .....	Q 30 19	25 00		
Garland .....	King's .....	N.S. 25 94	25 00		
Garland .....	Marquette .....	M. 243 29	\$68 87		5 00
Garneau .....	L'Islet .....	Q 117 54	50 00		5 00
Garneau Junction .....	Champlain .....	Q 30 45	25 00		
Garnet .....	Norfolk, S.R. ....	O 84 64	44 00		
Garnet .....	St. John .....	N.B. 13 50	25 00		
Garonne .....	Sask .....	23 50	25 00		
Garretton .....	Grenville, S.R. ....	O 32 00	25 00		
Garryowen .....	Grey, N.R. ....	O 22 21	25 00		
Garthby West .....	Richmond & Wolfe ..	Q 31 25	25 00		
Gascons .....	Bonaventure .....	Q 137 54	**74 00		5 00
Gas Line .....	Welland .....	O 84 75	44 00		
Gasparine .....	Châteauguay .....	Q 7 25	25 00		
Gaspereau .....	Sunbury & Queen's, N.B.	B. 43 50	25 00	7 00	
Gaspé Bay, South .....	Gaspé .....	Q 57 00	28 00	3 00	
Gaspereau Station .....	Sunbury & Queen's, N.B.	B. 123 20	50 00	5 00	5 00
Gaspereaux .....	Queen East .....	P.E.I. 68 50	30 00		
†Gateway .....	Yale & Cariboo .....	B.C. 67 96	16 66		
Gaudette .....	Pontiac .....	Q 80 16	25 00		

\* Opened 1-2-04. † Opened 1-4-04. ‡ Opened 1-11-03. § Including \$8.87 night allowance. \*\*Including \$18 night allowance.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gavelton.....	Yarmouth..... N.S.	19 00	25 00		
Gawas.....	Algoma..... O	67 07	36 00		
Gay's River.....	Colchester..... N.S.	177 05	60 00	10 00	5 00
Gaythorne.....	Northumberland..... N.B.	11 62	25 00		
Geary.....	Sunbury & Queen's..... N.B.	15 65	25 00		
Gegoggin.....	Guysboro'..... N.S.	6 20	25 00		
Gelert.....	Victoria, N.R..... O	203 22	98 00		10 00
Gellatly.....	Yale & Cariboo..... B.C.	46 08	25 00		
Geneva.....	Argenteuil..... Q	28 00	25 00		
Genoa.....	Argenteuil..... Q	33 09	25 00		
George's River.....	Cape Breton..... N.S.	41 00	36 00	2 50	
George's River Station.....	Cape Breton..... N.S.	16 00	25 00	6 00	
Georgeville.....	Antigonishe..... N.S.	48 00	\$31 00	6 00	
Georgina Island.....	York, N.R..... O	21 00	25 00		
Geraldine.....	Huntingdon..... Q	18 25	25 00		
Germania.....	Ontario, N.R..... O	77 14	28 00		
Germanicus.....	Renfrew, N.R..... O	24 00	25 00		
German Mills.....	Waterloo, S.R..... O	19 68	25 00		
Germantown.....	Albert..... N.B.	13 20	25 00		
*Gerrard Island.....	Halifax..... N.S.	16 50	6 25		
Gertrude Mine.....	Nipissing..... O	160 89	128 00		10 00
Gesto.....	Essex, S.R..... O	115 30	60 00		5 00
Gethsemani.....	Chicoutimi & Saguenay..... Q	6 00	25 00		
Getson's Point.....	Lunenburg..... N.S.	173 81	76 00		5 00
Geyser.....	Selkirk..... M	60 00	28 00	4 00	
Giant's Lake.....	Guysborough..... N.S.	28 00	25 00		
Gibbon.....	King's..... N.B.	15 00	25 00		
Gibraltar.....	Grey, E.R..... O	59 84	28 00		
Gibson.....	Simcoe, E.R..... O	27 00	25 00		
Gilbert Cove.....	Digby..... N.S.	112 00	50 00		5 00
Gilbert des Caps.....	Charlevoix..... Q	41 20	**37 00		
Gilbert Mountain.....	Cumberland..... N.S.	10 00	25 00		
Gilbert's Mills.....	Prince Edward..... O	21 73	25 00		
Gilchrist.....	Simcoe, E.R..... O	30 00	25 00		
Gilford.....	York, N.R..... O	174 50	72 00	14 00	5 00
Gilks.....	Northumberland..... N.B.	41 73	25 00	¶ 18 00	
†Gill.....	Haldimand & Monck..... O	3 20	4 00		
Gillander's Mountain.....	Victoria..... N.S.	15 00	25 00		
Gillespie.....	Victoria..... N.B.	6 50	25 00		
Gillies.....	Sask.....	59 53	25 00		
Gillies Hill.....	Bruce, N.R..... O	48 00	30 00		
Gillies Lake.....	Cape Breton..... N.S.	5 87	25 00		
Gillies Point.....	Victoria..... N.S.	7 00	25 00		
Gillie's Point, East.....	Victoria..... N.S.	6 00	25 00		
Gillingham.....	Alta.....	76 51	36 00		
Gillis Cove.....	Inverness..... N.S.	27 25	25 00		
Gilman.....	Brome..... Q	42 00	25 00		
Gilmour.....	Hastings, N.R..... O	189 58	112 00		10 00
Gilpen.....	Alta.....	10 00			
Gimli.....	Selkirk..... M	333 14	132 00		15 00
†Gingras.....	Lotbinière..... Q	31 00	20 83		
Girard.....	St. John & Iberville..... Q	33 12	25 00		
Giroux.....	Provencher..... M	126 34	50 00		5 00
Glacier.....	Yale & Cariboo..... B.C.	288 26	128 00		10 00
Gladstone.....	Middlesex, E.R..... O	77 57	40 00		
Gladstone.....	Victoria..... N.B.	11 98	25 00		
Gladwyn.....	Victoria..... N.B.	16 48	25 00		

\* Opened 1-4-04.

† Closed 1-10-03.

‡ Opened 1-9-03.

§ Including \$6 night allowance.

\*\* Including \$12 night allowance.

¶ Including \$6 arrears.

|| Credit for new office not yet opened.

††



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Gladys.....	Alta.....	122 66	38 00		
Glamorgan.....	Durham, E. R.....	6 00	25 00		
Glandine.....	Victoria, S. R.....	22 50	25 00		
Glanford.....	Wentworth, S. R.....	461 07	80 00		
Glanford Station.....	Wentworth, S. R.....	33 45	25 00		
Glanmire.....	Hastings, N. R.....	21 73	25 00		
Glanworth.....	Middlesex, S. R.....	176 93	75 00		5 00
Glascott.....	Grey, S. R.....	12 00	25 00		
Glasgow.....	Ontario, W. R.....	19 00	25 00		
Glasgow.....	Cape Breton.....	11 96	25 00		
Glasgow Station.....	Renfrew, S. R.....	122 26	45 00		5 00
Glassburn.....	Antigonishe.....	14 48	25 00		
Glaude.....	Westmoreland.....	7 00	25 00		
Gleason Road.....	Charlotte.....	10 96	25 00		
Glebe Road.....	Antigonishe.....	12 00	25 00		
Glen Adelaide.....	Assa, East.....	125 43	48 00		5 00
Glen Alda.....	Peterborough, E. R.....	14 00	25 00		
Glen Almond.....	Labelle.....	72 49	36 00		
Glen Alpine.....	Antigonishe.....	24 97	25 00		
Glen Andrew.....	Prescott.....	58 20	25 00		
Glen Anglin.....	Gloucester.....	25 75	25 00		
Glenannan.....	Huron, E. R.....	57 00	36 00		
Glenarm.....	Victoria, N. R.....	211 28	80 00	3 00	5 00
Glen Bean.....	Wright.....	67 44	46 00		5 00
Glen Becker.....	Dundas.....	35 00	25 00		
Glenbervie.....	Colchester.....	41 25	25 00		
Glenburnie.....	Frontenac.....	63 22	25 00		
Glencairn.....	Simcoe, S. R.....	262 46	110 00		10 00
Glencairn.....	Macdonald.....	63 15	36 00	16 00	
Glencoe.....	Inverness.....	4 00	25 00	3 00	
Glencoe.....	Restigouche.....	44 00	25 00		
Glen Colin.....	Elgin, E. R.....	35 48	25 00		
Glencorradales.....	King's.....	13 23	25 00		
Glen Cove.....	Guysborough.....	7 00	25 00		
Glen Cross.....	Lisgar.....	22 14	25 00		
Glen Cross.....	Cardwell.....	17 70	25 00		
Glendale.....	Inverness.....	71 27	25 00		
Glendale.....	Middlesex, S. R.....	135 19	80 00		5 00
Glendale.....	Macdonald.....	25 06	25 00		
Glendinning.....	Lisgar.....	29 98	25 00	3 00	
Glen Donald.....	Glenarry.....	3 00	25 00		
Glendower.....	Addington.....	19 95	25 00		
Glendyer.....	Inverness.....	105 38	+46 84		
Gleneden.....	Grey, S. R.....	37 79	25 00		
Glenelg.....	Guysborough.....	42 50	+37 00	5 00	
Glenella.....	Macdonald.....	413 41	176 00	7 00	20 00
Glenemma.....	Yale & Cariboo.....	26 68	25 00		
Glenfanning.....	King's.....	12 18	25 00		
Glen Farrow.....	Huron, E. R.....	25 00	25 00		
Glenfield.....	Addington.....	16 00	25 00		
Glenfinnan.....	Queen East.....	9 00	25 00		
Glenforsa.....	Marquette.....	36 00	25 00		
Glenarry.....	Inverness.....	7 00	25 00		
Glenarry.....	Prince West.....	23 19	25 00		
Glenarry Station.....	Pictou.....	114 40	56 00	11 00	5 00
Glenarry Valley.....	Cape Breton.....	12 00	25 00		
Glenlyle.....	Pontiac.....	78 00	26 00	† 24 00	
Glenholm.....	Macdonald.....	15 35	25 00		

† Including \$2.84 arrears. ‡ Including \$12 night allowance. ¶ Including \$8 arrears.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Glen Huron.....	Simcoe, N.R.....	O 195 12	76 00		5 00
Glenila.....	Muskoka & Parry Sd. O	7 20	25 00		
* Glen Island.....	Lennox.....	O 89 85	30 00		
Glen Iver.....	Sherbrooke.....	Q 73 75	44 00		
Glenlea.....	Provencher.....	M 33 17	25 00		
Glenlivet.....	Wright.....	Q 20 45	25 00		
Glenlivet.....	Ristigouche.....	N.B. 22 25	25 00		
Glen Lloyd.....	Mégantic.....	Q 25 50	25 00		
Glenlyon.....	Marquette.....	M 17 95	25 00		
Glen Major.....	Ontario, W.R.....	O 22 20	25 00		
Glen Margaret.....	Halifax.....	N.S. 89 73	36 00	26 00	
Glen Martin.....	Queen East.....	P.E.I. 18 98	25 00		
Glen Mary.....	Sask.....	48 75	25 00	3 67	
Glen Meyer.....	Norfolk, S.R.....	O 149 02	64 00	3 00	5 00
Glen Millar.....	Hastings, W.R.....	O 71 77	36 00		
Glenmore.....	Grenville, S.R.....	O 21 15	25 00		
Glenmore.....	Halifax.....	N.S. 14 00	25 00		
Glen Morris.....	Wentworth N. & Brant. O	113 05	50 00		5 00
Glen Morrison.....	Cape Breton.....	N.S. 13 98	25 00		
Glen Murray.....	Mégantic.....	Q 49 28	25 00		
Glennevis.....	Glengarry.....	O 81 29	42 00		
Glen Norman.....	Glengarry.....	O 83 74	36 00		
Glen Oak.....	Middlesex, S.R.....	O 32 00	25 00		
Glenora.....	Inverness.....	N.S. 11 00	25 00		
Glenora.....	Lisgar.....	M 58 63	25 00		
Glen Orchard.....	Simcoe, E.R.....	O 59 26	25 00	10 00	
Glenorchy.....	Halton.....	O 40 48	25 00		
Glenpayne.....	Cornwall & Stormont. O	19 25	25 00		
Glen Porter.....	Northumberland.....	N.B. 3 00	25 00		
Glen Rae.....	Lambton, E.R.....	O 103 35	48 00		
Glen Road.....	Antigonishe.....	N.S. 7 00	25 00		
bGlen Ross.....	Hastings, W.R.....	O 36 25	20 33		
Glenroy.....	Glengarry.....	O 130 97	60 00	6 00	5 00
Glen Sandfield.....	Glengarry.....	O 97 50	50 00		5 00
Glenshee.....	Norfolk, S.R.....	O 53 32	25 00		
Glen Smail.....	Grenville, S.R.....	O 29 75	25 00		
Glensmith.....	Macdonald.....	M 175 79	52 00		5 00
Glen Stewart.....	Dundas.....	O 75 00	40 00		
Glen Sutton.....	Brome.....	Q 220 78	90 00		10 00
aGlen Titus.....	King's.....	N.B. 16 00	16 66		
Glen Uig (Pleasant Valley).....	Antigonishe.....	N.S. 22 75	25 00		
Glenvale.....	Frontenac.....	O 48 73	25 00		
Glenvale.....	Westmoreland.....	N.B. 11 00	25 00		
†Glen Valley.....	Assa, West.....	53 50	25 00		
*Glenvilla.....	Stansted.....	Que. 11 00			
Glenville.....	York, N.R.....	O	25 00		
Glenville.....	Inverness.....	N.S. 37 00	\$38 00		
Glen Walter.....	Glengarry.....	O 54 47	25 00		
Glen William.....	Queen East.....	P.E.I. 27 57	25 00		
Glen Willow.....	Middlesex, W.R.....	O 21 75	25 00		
Glenwood.....	New Westminster.....	B.C. 63 53	25 00		
Glenwood.....	King's.....	N.B. 30 25	25 00		
Glenwood Station.....	Kent.....	O 97 86	52 00		5 00
Gobeil.....	Charlevoix.....	Q 35 00	25 00		
Goble's.....	Wentworth N. & Brant. O	287 08	80 00		5 00
Godbout.....	Chicoutimi & Saguenay. Q	33 50	25 00		
Godfrey.....	Addington.....	O 131 50	62 00	4 00	5 00

\* Summer office. † Including \$10 night allowance. a Opened 1-11-03. ‡ Late Disley. b Closed 23-4-04. \*\* Credit for new office not yet opened.

SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Godolphin.....	Northumberland, E.R..O	14 00	25 00		
Goff's.....	Halifax.....N.S	31 68	25 00	3 00	
dGo Home.....	Simcoe, E.R.....O	125 00	70 00		5 00
Goldenburgh.....	Algoma.....O	29 20	25 00		
aGold Hill.....	Yale & Cariboo.....B.C	25 00			
eGolden Grove.....	St. John.....N.B		4 16		
Golden Grove Mills.....	St. John.....N.B	8 88	25 00		
Golden Lake.....	Renfrew, N.R.....O	197 36	88 00	5 00	5 00
Golden Plain.....	Assa. East.....O	27 00	25 00		
Golden Stream.....	Macdonald.....M	11 25	25 00		
Golden Valley.....	Muskoka & Parry Sd..O	109 21	32 00		
Goldfield.....	Cornwall & Stormont..O	11 25	25 00		
Gold River.....	Lunenburg.....N.S	113 15	50 00		5 00
Gold Rock.....	Algoma.....O	248 01	150 00		15 00
Goldsmith.....	Essex, S.R.....O	16 14	25 00		
Goldstone.....	Wellington, C.R.....O	229 28	78 00		5 00
Goldstone Station.....	Wellington, C.R.....O	58 84	36 00		
Goldstream.....	Vancouver.....B.C	49 33	25 00		
Golspie.....	Oxford, N.R.....O	281 83	114 00		10 00
Gondola Point.....	King's.....N.B	45 30	30 00		
Gonor.....	Selkirk.....M	64 85	25 00		
Good Corner.....	Carleton.....N.B	21 72	25 00		
Goodwood.....	Ontario, W.R.....O	283 14	110 00		10 00
Gooseberry Cove.....	St. John.....N.B	14 75	25 00		
Goose Creek.....	St. John.....N.B	15 50	25 00		
*Goose Lake.....	Marquette.....Man	91 65	6 25		
Goose River.....	King's.....P.E.I	4 00	25 00		
Gordon.....	Assa. East.....O	14 20	25 00		
Gordon.....	Essex, S.R.....O	95 23	72 00		5 00
Gordon Bay.....	Muskoka & Parry Sd..O	184 35	60 00		5 00
Gordon Head.....	Victoria City.....B.C	21 00	25 00		
Gordon Lake.....	Algoma.....O	148 39	68 00	3 00	5 00
Gordonsville.....	Carleton.....N.B	51 75	25 00		
Gordonville.....	Wellington, N.R.....O	39 63	25 00		
Gore.....	Hants.....N.S	74 34	40 00	5 00	
Gore.....	Richmond.....Q	64 35	30 00		
Gore's Landing.....	Northumberland, W.R.O	259 84	108 00		10 00
Goring.....	Grey, E.R.....O	31 75	25 00		
†Gorlitz.....	Assa. East.....O	71 95	28 00		
Gorman.....	Renfrew, S.R.....O	25 00	25 00		
Gormley.....	York, E.R.....O	125 45	44 00		
Goshen.....	Albert.....N.B	11 50	25 00	3 00	
Goshen.....	Guysborough.....N.S	80 03	30 00		
†Goshen.....	Assa. East.....O	14 00	6 25		
aGosford.....	Portneuf.....Que.	6 00			
Gosport.....	Lennox.....O	30 87	25 00		
Gosselin's Mills.....	Compton.....Q	22 95	25 00		
Goulais Bay.....	Algoma.....O	56 00	25 00		
Goulais River.....	Algoma.....O	25 75	25 00		
Gould.....	Compton.....Q	219 60	105 00	11 00	10 00
Gould Station.....	Compton.....Q	71 70	25 00		
Goupil.....	Drum'nd & ArthabaskaQ	5 50	25 00		
Gourock.....	Wellington, S.R.....O	215 20	64 00		5 00
Gowan Brae.....	King's.....P.E.I	26 00	25 00		
Gowanstown.....	Wellington, N.R.....O	159 55	70 00	28 00	5 00
Gower Point.....	Renfrew, N.R.....O	51 96	25 00		
Gowland Mountain.....	Albert.....N.B	11 00	25 00		
Gowrie.....	Perth, S.R.....O	39 50	25 00		

d Summer office. e Opened 1-5-0-4. \* Opened 1-4-0-4. † Opened 1-4-0-4. ‡ Late Tetlock, 1-5-0-4.  
 a Credit for new office not yet opened.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Graburn.....	Assa. West	55 24	32 00		
Grafton.....	Carleton..... N.B.	52 00	32 00		
Grafton.....	King's..... N.S.	170 77	66 00		5 00
Graham.....	Vaudreuil..... Q	73 50	50 00		
Graham's Road.....	Queen's West..... P.E.I.	58 21	25 00		
Grahamsville.....	Peel..... O	46 45	30 00		
Grainfield.....	Northumberland..... N.B.	15 65	25 00		
Granboro'.....	Shefford..... Q	17 00	25 00		
Grande Anse.....	Richmond..... N.S.	48 82	c 40 00	33 00	
Grand Bay.....	King's..... N.B.	72 50	30 00		
Grand Bend.....	Middlesex, N.R..... O	173 07	80 00		5 00
Grand Chicot.....	Two Mountains..... Q	10 00	25 00		
Grande Clairière.....	Brandon..... M	72 08	40 00		
Grand Coulee.....	Assa. West	215 47	26 00		
Grand Desert.....	Halifax..... N.S.	57 17	25 00		
Grande Entrée.....	Gaspé..... Q	123 85	47 00	b 5 34	5 00
Grande Frenière.....	Two Mountains..... Q	95 00	36 00		
Grande Ligne.....	St. Johns & Iberville..... Q	420 01	178 00		20 00
Grande Montagne.....	Beauce..... Q	52 00	32 00		
Grande Pointe.....	Provencher..... M	43 00	25 00		
Grandes Coudées.....	Beauce..... Q	16 20	25 00		
Grand Falls Portage.....	Victoria..... N.B.	9 00	25 00		
Grands Fonds.....	Charlevoix..... Q	6 00	25 00		
Grand Harbour.....	Charlotte..... N.B.	350 00	125 00	9 00	10 00
Grandigue.....	Kent..... N.B.	32 50	25 00	3 00	
Grandique Ferry.....	Richmond..... N.E.	16 00	25 00		
Grand Lake.....	Cape Breton..... N.S.		12 50		
Grand Lake Station.....	Halifax..... N.S.	14 50	25 00		
Grand Mira, North.....	Cape Breton..... N.S.	21 91	25 00		
Grand Mira, South.....	Cape Breton..... N.S.	12 14	25 00		
Grand Narrows.....	Cape Breton..... N.S.	156 29	80 00		5 00
Grand Pabos.....	Gaspé..... Q	149 20	76 00		5 00
Grand Rang.....	Dorchester..... Q	39 71	25 00		
Grand Rapids.....	Sask.....	22 41	25 00		
Grand River.....	Richmond..... N.S.	189 74	70 00	33 00	5 00
Grand River Falls.....	Richmond..... N.S.	14 00	25 00		
Grand St. Esprit.....	Nicolet..... Q	64 70	32 00		
Grand St. Louis.....	Nicolet..... Q	22 00	25 00		
Grande Tracadie.....	Queen's East..... P.E.I.	58 00	25 00		
Grande Vallée.....	Gaspé..... Q	178 17	48 00		
Grandview.....	York..... N.B.	94 32	38 00		
Grandview.....	Queen's East..... P.E.I.	58 25	25 00	7 00	
Grange.....	Lisgar..... M	27 75	25 00		
Granger.....	Cardwell..... O	16 50	25 00		
Granite Creek.....	Yale & Cariboo..... B.C.	51 25	44 00		
Granite Hill.....	Muskoka & Parry Sd..... O	24 83	25 00	1 37	
Granite Hill.....	York..... N.B.	38 03	25 00		
Granite Village.....	Shelburne & Queen's N.S.	42 82	25 00		
Graniteville.....	Stanstead..... Q	90 50	48 00		5 00
Grant.....	Russell..... O	31 00	25 00		
Grant.....	Westmoreland..... N.B.	38 69	25 00		
Grantham.....	Vancouver..... B.C.	28 00	25 00		
Granthurst.....	Oxford, N.R..... C	61 00	26 00		
Grantley.....	Dundas..... O	186 38	80 00		5 00
Granton.....	Pictou..... N.S.	44 55	25 00		
Grant's Corners.....	Glengarry..... O	46 06	25 00		
Granville.....	Queen's West..... P.E.I.	56 30	25 00		

b Arrears 34c. c Including \$10 night allowance. || Including \$18 night allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Grassmere.....	Muskoka & Parry Sd.. O	12 00	**27 00		
Grass River.....	Macdonald..... M	20 00	25 00		
Grassy Lake.....	Alta	129 35	25 00		
Grassy's Corners.....	Wentworth, S.R..... O	95 27	32 00	6 00	
Grattan.....	Northumberland.... N.B	19 21	25 00		
Grattan.....	Renfrew, S.R..... O	77 25	25 00		
Gratton Corner.....	Prescott..... O	32 25	25 00		
Gravel Hill.....	Cornwall & Stormont.. O	34 75	25 00		
Graystock.....	Peterboro', E.R..... O	27 00	25 00		
§Graysville.....	Lisgar..... Man	26 00	4 16		
†Graytown.....	Assa, East	16 94	6 25		
†Great Bend.....	Sask	77 71	14 58		
Great Desert.....	Nipissing..... O	24 65	25 00		
Greece's Point.....	Argenteuil..... Q	110 00	48 00		5 00
Greely.....	Russell..... O	48 54	25 00		
Greenbank.....	Ontario, S.R..... O	251 90	100 00		10 00
Green Bay.....	Algoma..... O	50 50	26 00		
Greenbush.....	Brockville..... O	139 50	68 00		5 00
Greenbush.....	York..... N.B	14 92	25 00		
Green Cove.....	Victoria..... N.S	2 00	25 00		
Greendale.....	Antigonishe..... N.S	3 00	25 00		
Greenfield.....	Carleton..... N.B	35 75	25 00		
Greenfield.....	Shelburne & Queen's N.S	103 96	40 00	3 00	
Greenfield.....	Colchester..... N.S	28 00	25 00		
Green Harbour.....	Shelburne & Queen's N.S	42 72	25 00		5 00
Green Hill.....	Cumberland..... N.S	10 00	25 00		
Green Hill.....	Pictou..... N.S	28 00	25 00		
Green Hill.....	York..... N.B	35 00	25 00		
Green Lake.....	Sask	35 20	25 00		
*Green Lake.....	York..... N.B	12 83	20 83		
Greenland.....	Provencher..... M	43 75	25 00		
αGreenlay.....	Richmond & Wolfe.. Q	82 00	22 92		
Greenmount.....	Prince West..... P.E.I.	26 94	25 00		
Green Mountain.....	Yale & Cariboo..... B.C.	24 32	25 00		
Greenock.....	Bruce, E.R..... O	79 88	48 00		
Green Point.....	Prince Edward..... O	15 00	25 00		
Green Point.....	Gloucester..... N.B	81 50	56 00		5 00
Green Ridge.....	Provencher..... M	69 00	26 00		
Green River.....	Témiscouata..... Q	53 92	25 00		
Green River.....	Ontario, W.R..... O	165 35	64 00		5 00
Green River.....	Victoria..... N.B	30 23	25 00		
Green Road.....	Carleton..... N.B	17 25	25 00		
Green's Brook.....	Pictou..... N.S	23 00	25 00		
Green's Creek.....	Colchester..... N.S	33 71	25 00		
Greensville.....	Wentworth, S.W..... O	262 00	120 00		10 00
Greenvale.....	Pictou..... N.S	3 00	25 00		
Greenvale.....	King's..... P.E.I.	19 00	25 00		
Green Valley.....	Glengarry..... O	121 65	58 00	40 00	5 00
Greenview.....	Hastings, N.R..... O	32 66	25 00		
Greenville Station.....	Cumberland..... N.S	74 71	40 00	7 00	
Greenway.....	Middlesex, N.R..... O	167 38	76 00		5 00
Greenway.....	Lisgar..... M	211 16	78 00		5 00
Greenwich.....	King's..... P.E.I.	6 00	25 00		
Greenwich Hill.....	King's..... N.B	37 50	25 00		
Greenwood.....	Selkirk..... M	18 75	25 00		
Greenwood.....	King's..... N.S	13 23	25 00		
Greer.....	St. John..... N.B	25 00	25 00		

\* Opened 1-9-03.

† Opened 1-12-03.

‡ Opened 1-4-04.

§ Opened 1-5-04.

α Opened 1-8-'03.

\*\* Including \$2 special salary.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Greer Mount.....	Pontiac.....Q	46 71	25 00		
Gregory.....	Simcoe, E.R.....O	118 34	55 00	8 00	5 00
a Grenadier Island.....	Leeds.....O	10 00			
Grenfel.....	Simcoe, N.R.....O	16 00	25 00		
Grenier.....	Beauce.....Q	25 95	25 00		
Gresham.....	Bruce, W.R.....O	43 00	30 00		
Gretna.....	Lennox.....O	14 98	25 00		
Grey's Mills.....	King's.....N.B.	27 90	25 00		
Greywood.....	Annapolis.....N.S.	34 00	25 00		
Griersford.....	Renfrew, N.R.....O	20 00	25 00		
Grierson.....	Alta.....	6 11	25 00		
Griersville.....	Grey, E.R.....O	49 38	25 00		
Griffin.....	Stanstead.....Q	20 00	25 00		
Griffin Cove.....	Gaspé.....Q	67 00	†37 00		
Griffin's Corners.....	Elgin, E.R.....O	60 00	36 00		
Griffith.....	Renfrew, S.R.....O	116 44	50 00	16 00	5 00
Grimsby Centre.....	Wentworth, S.R.....O	21 00	25 00		
*§Grimsby Park.....	Wentworth, S.R.....O				
Grimsthorpe.....	Algoma.....O	52 63	25 00		
Grimston.....	Grey, N.R.....O	11 15	25 00		
Grit.....	Nipissing.....O	8 00	25 00		
Grondines Station.....	Portneuf.....Q	37 50	25 00		
Grosses Coques.....	Digby.....N.S.	62 60	25 00		
Grosses Roches.....	Rimouski.....Q	61 75	†37 00		
Grosvenor.....	Guysborough.....N.S.	6 00	25 00		
Grove Park.....	Assa. East.....	11 05	25 00		
Grovesend.....	Elgin, E.R.....O	43 35	25 00		
Groves Point.....	Cape Breton.....N.S.	23 00	25 00		
Groveton.....	Grenville, S.R.....O	28 20	25 00		
Gruber.....	Marquette.....M	46 44	28 00		
Grund.....	Lisgar.....M	23 59	25 00		
Grunthal.....	Provencher.....M	71 45	44 00		
Gueguen.....	Kent.....N.B.	26 44	25 00		
Guigues.....	Pontiac.....Q	102 70	36 00		
Guilds.....	Kent.....O	134 50	70 00		5 00
Guimond.....	Kent.....N.B.	18 25	25 00		
Gulf Shore.....	Cumberland.....N.S.	27 00	25 00		
Gull Cove.....	Cape Breton.....N.S.	14 50	25 00		
Gull Creek.....	Addington.....O	32 93	25 00		
Gull Lake.....	Assa. West.....	106 68	55 00		5 00
Gunning Cove.....	Shelburne & Queen's.....N.S.	95 95	40 00	3 00	
Gunter.....	Hastings, N.R.....O	115 60	40 00		
Gutelius.....	Yale & Cariboo.....B.C.	38 92	25 00		
Guthrie.....	Simcoe, E.R.....O	76 70	28 00		
Guthrie.....	Missisquoi.....Q	25 89	25 00		
Guysborough.....	Norfolk, S.R.....O	111 78	45 00		5 00
Guysborough Intervale.....	Guysborough.....N.S.	23 50	25 00	3 00	
Gypsum Mines.....	Haldimand & Monck.....O	35 30	25 00		
HABERMEHL.....	Grey, S.R.....O	22 67	25 00		
Hackett's Cove.....	Halifax.....N.S.	65 66	28 00		
Haddo.....	Dundas.....O	35 00	25 00		
Hadlington.....	Peterborough, E.R.....O	49 48	25 00		
Hadlow Cove.....	Lévis.....Q	165 00	80 00	11 00	5 00
Hagan.....	Vancouver.....B.C.	32 30	25 00		
Hagensborg.....	Burrard.....B.C.	48 87	25 00		

\* Summer office. † Including \$12 night allowance. § No salary. a Credit for new office not yet opened.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hagerman's Corners.....	York, E. R.....	O 52 00	25 00		
Hague.....	Sask 499 83	196 00			20 00
Hainsville.....	Dundas.....	O 82 34	36 00		
Halbrite.....	Assa. East 523 36	58 00			5 00
Halbstadt.....	Lisgar.....	M 93 24	30 00		
Halcomb.....	Northumberland.....	N.B 7 20	25 00		
Halero.....	Sask 39 00	25 00			
Haldane Hill.....	Muskoka & Parry Sd.....	O 72 60	26 00		
Haldimand.....	Gaspé.....	Q 61 00	37 00		
Half Island Cove.....	Guysborough.....	N.S 86 50	36 50		
Halfway.....	Nipissing.....	O 136 81	70 00		5 00
Halfway Brook.....	Colchester.....	N.S 29 48	25 00	3 00	
Halfway Cove.....	Guysborough.....	N.S 22 75	35 00		
Halfway River Station.....	Cumberland.....	N.S 59 00	25 00	9 00	
*Hall.....	Yale & Cariboo.....	B.C 13 05			
Hallerton.....	Huntingdon.....	Q 108 50	42 00		
Halloway.....	Hastings, E. R.....	O 99 85	36 00		
Hall's Bridge.....	Peterborough, W. R.....	O 213 32	80 00	10 00	5 00
Hall's Glen.....	Peterborough, E. R.....	O 41 00	25 00		
Hall's Harbour.....	King's.....	N.S 43 00	25 00		
Hall's Lake.....	Victoria, N. R.....	O 20 00	25 00		
Hall's Mills.....	Lanark, N. R.....	O 42 30	25 00		
Hall's Prairie.....	New Westminster.....	B.C 42 00	30 00		
Hall's Stream.....	Compton.....	Q 22 50	25 00	5 00	
Hallville.....	Dundas.....	O 261 42	96 00		10 00
Halpenny.....	Lanark, N. R.....	O 8 20	25 00		
Halstead.....	Marquette.....	M 8 20	25 00		
Halston.....	Hastings, E. R.....	O 17 91	25 00		
Halversen.....	Pontiac.....	Q 25 75	25 00		
Hamelin.....	Portneuf.....	Q 71 52	25 00		
Hamill's Point.....	Simcoe, E. R.....	O 139 40	62 00		5 00
Hamilton.....	Prince East.....	P.E.I 45 45	25 00		
Hamilton Beach.....	Wentworth, S. R.....	O 74 18	48 00		
Hamilton Cove.....	Chicoutimi & Saguenay.....	Q 103 54	36 00	6 00	
Hamilton Mountain.....	Sunbury & Queen's.....	N.B 12 75	25 00		
Hamlet.....	Simcoe, E. R.....	O 93 64	30 00		
Hammond's Plains.....	Halifax.....	N.S 34 00	25 00		
Hammondvale.....	King's.....	N.B 36 00	40 00	5 00	
a Hamner.....	Nipissing.....	O 40 40	18 75		
Hampden.....	Grey, S. R.....	O 32 40	25 00		
Hampshire.....	Queen's West.....	P.E.I 17 00	25 00		
Hampshire Mills.....	Simcoe, E. R.....	O 47 00	25 00		
Hampstead.....	Oxford, N. R.....	Q 186 83	77 00		5 00
Hampton.....	Prince East.....	P.E.I 152 44	56 00	5 00	5 00
Hampton.....	Annapolis.....	N.S 140 01	62 00		5 00
Hamtown.....	York.....	N.B 15 46	25 00		
Hanbury.....	Nipissing.....	O 52 97	25 00		
Hanceville.....	Yale & Cariboo.....	B.C 84 37	32 00		
Hanford Brook.....	St John.....	N.B 12 00	25 00		
Hanlan.....	Peel.....	O 14 50	25 00		
Hanlan.....	Selkirk.....	M 21 46	25 00		
Hanley.....	Assa. West 493 52	46 00			5 00
Hannon.....	Wentworth, S. R.....	O 78 63	28 00		
Hansford.....	Cumberland.....	N.S 81 25	26 00		
Hanwell.....	York.....	N.B 21 00	25 00		
Happy Valley.....	Victoria.....	B.C 12 50	25 00		
Harcourt.....	Peterboro', E. R.....	O 108 85	25 00		

\* Closed 8-1-04. ‡ Including \$11.50 night allowance. † Including \$10 night allowance. || Including \$12 night allowance. § Including \$8 special winter rate. a Opened 1-10-03.



## APPENDIX D—Continued.

## Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Harbledown .....	Burrard..... B.C	12 95	25 00		
Harbord .....	Carleton..... O	53 00	30 00		
Harbour Road .....	Antigonishe..... N.S	20 81	25 00		
Harbourville .....	King's..... N.S	129 02	54 00		5 00
Hardingville .....	St John..... N.B	10 20	25 00		
Hardwicke .....	Northumberland..... N.B	94 88	40 00		
Hardwood Flat .....	Compton..... Q	16 50	25 00		
Hardwood Lake .....	Renfrew, S.R..... O	14 00	25 00		
Hardwood Lands .....	Hants..... N.S	16 45	25 00		
Harewood .....	Westmoreland..... N.B	14 96	25 00		
Hargrave .....	Brandon..... M	324 01	120 00		10 00
Harkaway .....	Grey, E.R..... O	106 17	100 00		10 00
Harlem.....	Leeds, S.R..... O	61 05	25 00		
Harley.....	Oxford, S.R..... O	108 00	56 00	40 00	5 00
Harley Road .....	Sunbury & Queen's..... N.B	15 00	25 00		
Harlington .....	Marquette..... M	41 51	25 00		
Harlock .....	Huron, S.R..... O	46 77	25 00		
Harlowe .....	Addington..... O	76 20	36 00		
Harmattan .....	Alta.....	94 89	35 00	3 17	
Harmony.....	King's..... N.S	33 25	25 00		
Harmony Mills.....	Shelburne & Queen's..... N.S	55 75	131 00		
Harold.....	Hastings, N.R..... O	65 51	40 00		
Harper.....	Lanark, S.R..... O	90 00	48 00		
Harper's Camp.....	Yale & Cariboo..... B.C	100 45	70 00		5 00
Harper's Corners .....	Wentworth, S.R..... O	27 50	25 00		
Harperville.....	Selkirk..... M	24 03	25 00		
Harpley.....	Middlesex, N.R..... O	44 00	28 00		
Harrigan Cove.....	Halifax..... N.S	117 46	56 00		5 00
Harrington .....	Queen's East..... P.E.I	14 02	25 00		
Harrington East.....	Argenteuil..... Q	132 23	62 00	8 00	5 00
Harrington Harbour .....	Chicoutimi & Saguenay..... Q	10 00	25 00		
Harrison's Corners .....	Cornwall & Stormont..... O	90 50	44 00		
Harrison Hot Springs.....	New Westminster..... B.C	627 00	244 00		25 00
Harrison Road .....	Cumberland..... N.S	24 25	25 00		
Harrison Settlement.....	Cumberland..... N.S	6 00	25 00		
Harrisville.....	Westmoreland..... N.B	14 93	25 00		
Harrowby .....	Marquette..... M	131 16	26 00		
Hartfell .....	Muskoka & Parry Sd..... O	20 95	25 00		
Hartfield.....	York..... N.B	23 21	25 00		
Hartford.....	Norfolk, N.R..... O	147 56	60 00		5 00
Hartford .....	Cumberland..... N.S	133 00	45 00		5 00
Hartford.....	Carleton..... N.B	12 00	25 00		
Hartington.....	Addington..... O	114 93	55 00	5 00	5 00
Hartley .....	Victoria, N.R..... O	97 16	40 00		
Hartsmere.....	Addington..... O	32 00	25 00		
Hartsville .....	Prince East..... P.E.I	14 50	25 00		
Hartville .....	Hants..... N.S	44 94	25 00		
Harvard Lakes.....	Inverness..... N.S	13 98	25 00		
Harvey Bank .....	Albert..... N.B	89 00	64 00		5 00
Harwich .....	Kent..... O	147 11	70 00		5 00
Harwood.....	Northumberland, W.R.O.....	184 78	85 00		5 00
Harwood Plains .....	Carleton..... O	20 95	25 00		
Haseville.....	Missisquoi..... Q	10 00	25 00		
Hassett .....	Digby..... N.S	16 25	25 00		
Hastings .....	Cumberland..... N.S	4 00	25 00		
Hastings .....	Albert..... N.B	11 00	25 00		
Hatchet Lake .....	Halifax..... N.S		25 00		
Hatchley Station .....	Oxford, S.R..... O	51 00	25 00		

‡ Including \$6 night allowance.

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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hatfield Point.....	King's..... N.B	181 00	88 00	9 00	5 00
Hatherton.....	Grey, E.R..... O	21 25	25 00		
Hatzic Prairie.....	New Westminster... B.C	32 91	25 00		
Haultain.....	Peterborough, E.R... O	25 80	25 00		
Hauteur.....	Rimouski..... Q	35 00	25 00		
Havelock.....	Digby..... N.S	42 58	25 00		
Havendale.....	Guysboro'..... N.S	12 00	25 00		
Havergal.....	Hastings, N.R..... O	49 83	25 00		
Hawk Lake.....	Algoma..... O	55 50	25 00		
Hawkshaw.....	York..... N.B	158 51	70 00		5 00
Hawley.....	Lennox..... O	43 50	25 00		
Hawthorne.....	Russell..... O	38 25	25 00		
Hawthorne.....	Inverness..... N.S	10 00	25 00		
* Hawthorne.....	Prince West..... P.E.I	8 00	12 50		
Hay.....	Perth, S.R..... O	146 00	84 00		5 00
Hay Bay.....	Lennox..... O	39 23	25 00		
Hayburn.....	Lennox..... O	30 13	25 00		
Hay Cove.....	Richmond..... N.S	32 20	25 00	14 00	
Haydon.....	Durham, W.R..... O	80 65	33 00		
Hayesland.....	Wentworth, S.R... O	38 35	25 00		
Hayesville.....	York..... N.B	22 75	25 00		
Hayfield.....	Brandon..... M	63 17	25 00		
Haynes.....	Alta.....	64 50	25 00		
Hay's River.....	Inverness..... N.S	24 50	25 00	3 00	
Haysville.....	Waterloo, S.R... O	241 10	94 00		10 00
Hayward.....	Assa. East.....	28 95	25 00		
Hazel Cliffe.....	Assa. East.....	144 10	40 00		
Hazeldean.....	Carleton..... O	140 50	56 00		5 00
Hazel Grove.....	Queen's West..... P.E.I	17 40	25 00		
Hazel Land.....	Argenteuil..... Q	17 23	25 00		
Hazelmere.....	New Westminster... B.C	74 16	28 00		
† Hazel Ridge.....	Selkirk..... M	10 16	10 41		
Hazelton.....	Burrard..... B.C	282 59	52 00		5 00
Hazelwood.....	Assa. East.....	40 75	25 00		
Hazzard's Corners.....	Hastings, N.R..... O	166 00	198 00		5 00
Headford.....	York, E.R..... O	86 76	25 00		
Headingly.....	Selkirk..... M	348 47	132 00		15 00
Head Lake.....	Victoria, N.R... O	26 74	25 00		
Head of Amherst.....	Cumberland..... N.S	68 73	30 00		
Head of Cardigan.....	King's..... P.E.I	11 94	25 00		
Head of Chezzetcook.....	Halifax..... N.S	106 27	40 00	16 00	
Head of Hillsborough.....	King's..... P.E.I	10 88	25 00		
Head of Jeddore.....	Halifax..... N.S	70 55	30 00	11 00	
Head of Jordan River.....	Shelburne & Queen's N.S	261 00	106 00		10 00
Head of Millstream.....	King's..... N.B	52 00	25 00		
Head of River Hebert.....	Cumberland..... N.S	133 98	48 00		5 00
Head of St. Margaret's Bay.....	Halifax..... N.S	407 30	60 00		5 00
Head of Tatamagouche Bay.....	Colchester..... N.S	56 40	28 00	8 00	
Head of Tide.....	Restigouche..... N.B	39 50	25 00	12 00	
Head of Wallace Bay.....	Cumberland..... N.S	86 00	44 00		
Heal.....	Vancouver..... B.C	6 05	25 00		
Heashp.....	Brandon..... M	23 71	25 00		
§ Heashp.....	Nipissing..... O	16 00	6 25		
Heathbell.....	Pictou..... N.S	27 69	25 00		
Heather Brae.....	Alta.....	252 93	34 00	1 00	
Heatherdale.....	King's..... P.E.I	30 00	25 00		
Heatherton.....	Antigonishe..... N.S	220 00	114 00	16 00	10 00
Heathton.....	Stanstead..... Q	39 71	25 00		

\* Opened 1-1-04.

† Opened 1-2-04.

‡ Including \$26.00 arrears.

§ Opened 1-4-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>a</i> Hebbs Cross.....	Lunenburg..... N.S.	42 00	20 83	2 50	
Hébert.....	Mégantic..... Q	13 03	25 00		
Hebert.....	Kent..... N.B.	12 00	25 00		
Hebertville Station.....	Chicoutimi & Saguenay Q	365 91	130 00		10 00
Hebron.....	Albert..... N.B.	21 75	25 00		
Hecla.....	Selkirk..... M	32 70	25 00		
Heckston.....	Grenville, N.R..... O	149 88	60 00		5 00
Hectanooga.....	Digby..... N.S.	91 46	38 00		
Hedgeville.....	Pictou..... N.S.	24 96	25 00		
Hednesford.....	Assa. West.....	41 06	25 00		
Heidelberg.....	Waterloo, N.R..... O	174 67	116 00		10 00
Hekkla.....	Muskoka & Parry Sd. O	28 00	25 00		
Helena.....	Huntingdon..... Q	50 00	30 00		
†Helen Mine.....	Algoma..... O	80 15	50 00		
Hemford.....	Lunenburg..... N.S.	126 43	44 00	1 00	5 00
Hemison.....	Dorchester..... Q	22 00	28 00		
Hemlock.....	Norfolk, S.R..... O	46 36	25 00		
Henderson Settlement.....	Sunbury & Queen's N.B.	21 73	25 00		
Henderson Settlement.....	Cumberland..... N.S.	31 93	25 00		
Henderson's Grove.....	Mégantic..... Q	19 70	25 00		
Henderson Vale.....	Mégantic..... Q	13 00	25 00		
Henfryn.....	Huron, E.R..... O	74 71	28 00		
Hennigar.....	Hants..... N.S.	27 00	25 00		
Henry.....	Prescott..... O	29 00	25 00		
Henrysburg.....	Missisquoi..... Q	80 41	36 00		
Henry's Corners.....	Bothwell..... O	11 00	25 00		
Herdman.....	Huntingdon..... Q	99 80	43 00		5 00
Hereford.....	Compton..... Q	19 95	25 00		
Hereward.....	Wellington, C.R..... O	42 00	30 00		
Hermanville.....	King's..... P.E.I.	24 00	25 00		
Hermón.....	Hastings, N.R..... O	120 20	42 00	14 00	
Heron.....	Assa. East.....	22 03	25 00		
Heron Bay.....	Algoma..... O	123 55	57 00		5 00
Heron Island.....	Restigouche..... N.B.	11 00	25 00		
Herring Cove.....	Halifax..... N.S.	34 25	25 00		
Herouville.....	Champlain..... Q	116 11	44 00		5 00
Herron's Mills.....	Lanark, N.R..... O	23 75	25 00		
Hesson.....	Perth, N.R..... O	121 02	56 00		5 00
†Heward.....	Assa. East.....	47 00	6 25		
Hewitt.....	Haldimand & Monck O	59 77	28 00		
Hexham.....	Northumberland..... N.B.	22 42	25 00		
Heyworth.....	Wright..... Q	40 43	25 00		
Hiawatha.....	Peterborough, E.R..... O	22 00	25 00		
Hibernia.....	Sunbury & Queen's N.B.	33 25	25 00		
Hickson.....	Oxford, N.R..... O	284 92	114 00		10 00
Hicksvale.....	Assa. West.....	12 00	25 00		
Hicksville.....	Westmoreland..... N.B.	8 00	25 00		
Higgin's Road.....	Prince West..... P.E.I.	54 90	25 00		
High Bank.....	Queen's East..... P.E.I.	27 57	25 00		
Highbury.....	King's..... N.S.	17 75	25 00		
High Falls.....	Renfrew, S.R..... O	6 00	25 00		
High Falls.....	Wright..... Q	68 38	30 00		
Highfield.....	York, W.R..... O	36 60	25 00		
Highfield.....	Hants..... N.S.	18 00	25 00		
Highfield.....	Sunbury & Queen's N.B.	46 90	25 00		
Highland.....	Guysboro..... N.S.	12 00	25 00		
Highland Grove.....	Peterborough, E.R..... O	143 76	75 00	7 00	5 00
Highland Park.....	Alta.....	38 90	25 00		

† Closed 26-9-03.

*a* Re-opened 1-9-03.

‡ Opened 1-4-04.



## SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).		Forward Allow- ance.	Rent Allow- ance.	
			\$	cts.		\$	cts.
Highland Village	Colchester..... N.S.	36 00	25	00			
Highlands	Carleton..... N.B.	18 00	25	00			
High View	..... Assa. East	70 75	30	00			
Hildebrand	..... Assa. East	12 00	25	00			
Hildegard	Westmoreland..... N.B.	8 00	25	00			
Hilden	Colchester..... N.S.	46 52	25	00			
Hillandale	Victoria..... N.B.	20 20	25	00			
Hillaton	King's..... N.S.	67 75	30	00			
Hillburn	..... Assa. East	53 89	25	00			
Hill Crest*	Mégantic..... Q	14 70	25	00			
Hill End	..... Alta	65 26	25	00			
Hillesden	..... Assa. East	61 84	26	00			
Hill Farm	..... Assa. East	109 67	30	00			
Hill Grove	Digby..... N.S.	61 00	30	00			
Hill Grove	Westmoreland..... N.B.	4 00	25	00			
Hill Head	Argenteuil..... Q	25 50	25	00			
Hillhurst	Compton..... Q	187 55	72	00		5 00	
Hillier	Prince Edward..... O	180 25	72	00	10 00	5 00	
Hillman	Essex, S.R..... O	6 00	25	00			
Hillsborough	Inverness..... N.S.	33 70	\$31	00			
Hillsburn	Annapolis..... N.S.	38 75	25	00			
Hillsdale	Inverness..... N.S.	7 00	25	00			
Hillsdale	King's..... N.B.	98 50	40	00			
Hillstown	..... Alta	23 00	25	00			
Hill's Green	Huron, S.R..... O	83 94	40	00			
Hillside	Muskoka & Parry Sd. O	48 58	25	00			
Hillside	Missisquoi..... Q	15 00	25	00			
Hillside, Boulardarie	Cape Breton..... N.S.	6 00	25	00			
Hillside	Cape Breton..... N.S.	17 00	25	00			
Hillside	Albert..... N.B.	6 50	25	00			
Hillvale	Hants..... N.S.	27 50	25	00			
Hilltop	Marquette..... M	29 00	25	00			
Hillview	Nipissing..... O	37 67	25	00			
*Hillview	Yarmouth..... N.S.	10 00	9 40				
Hillview	Brandon..... M	77 92	38	00			
Hilly Grove	Algoma..... O	22 14	25	00			
Hinch	Addington..... O	18 00	25	00			
Hiram	Albert..... N.B.	32 00	25	00			
Hirsch	..... Assa. East	53 90	28	00			
†Hitchcock	..... Assa. East	10 00	2 08				
Hnausa	Selkirk..... M	86 70	30	00			
Hoard's Station	Northumberland, E.R. O	91 00	48	00			
Hoasic	Dundas..... O	16 00	25	00			
Hoath Head	Grey, N.R..... O	46 04	25	00			
Hobart	Simcoe, E.R..... O	16 98	25	00			
Hochstadt	Provencher..... M	32 00	25	00			
Hockley	Cardwell..... O	103 88	60	00		5 00	
Hocquart	Témiscouata..... Q	70 50	32	00			
Hodson	Pictou..... N.S.	25 25	25	00			
Hogan	Hastings, N.R..... O	66 99	35	00			
Holbrook	Oxford, S.R..... O	99 11	36	00			
Holderville	King's..... N.B.	26 50	25	00			
Holiday	Oxford, N.R..... O	28 07	25	00			
Holland's Mills	Labelle..... Q	69 17	32	00			
Hollbroke	..... Alta	25 00	30	00			
Holleford	Addington..... O	22 16	25	00			
Holly	Simcoe, S.R..... O	46 76	25	00			

\* Opened 15-2-03.    † Opened 1-6-04.    ‡ Including \$3 night allowance.    § Including \$6 night allowance.  
 || Including \$2 for arrears.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Holly Park.....	York, N.R.....	O 7 00	25 00		
Holmesville.....	Carleton.....	N.B 21 71	25 00		
Holmesville.....	Huron, W.R.....	O 179 75	76 00	12 00	5 00
Holt.....	York, N.R.....	O 21 20	25 00		
Holton.....	Châteauguay.....	Q 65 11	28 00	9 00	
Holyrood.....	Bruce, W.R.....	O 100 00	54 00		5 00
Homer.....	Lincoln & Niagara.....	O 112 00	**54 00		5 00
Homeville.....	Cape Breton.....	N.S 28 50	25 00		
*Honnleur.....	Bellechasse.....	Q 76 25	25 00		
Honora.....	Algoma.....	O 67 31	30 00	4 00	
Honoreville.....	St. Johns & Iberville.....	Q 42 42	25 00		
†Hoodoo.....	Sask.....	17 00	6 25		
Hope Bay.....	Bruce, N.R.....	O 52 93	25 00		
Hopefield.....	Renfrew, S.R.....	O 5 96	25 00		
Hopefield.....	Queen's East.....	P.E.I 32 25	25 00		
Hope River.....	Queen's West.....	P.E.I 23 50	25 00		
Hope Station.....	Yale & Cariboo.....	B.C 92 10	30 00	14 00	
Hopetown.....	Bonaventure.....	Q 42 00	28 00		
Hopetown.....	Lanark, N.R.....	O 91 16	40 00	5 00	
Hopeville.....	Grey, E.R.....	O 202 66	76 00		5 00
Hopewell.....	Albert.....	N.B 46 25	25 00		
Hopper.....	Albert.....	N.B 14 98	25 00		
Hornby.....	Halton.....	O 160 92	58 00		5 00
Hornby Island.....	Vancouver.....	B.C 49 50	40 00		
Horncastle.....	Victoria, N.R.....	O 28 75	25 00		
Horn's Road.....	Cape Breton.....	N.S 20 96	25 00		
Horsefly.....	Yale & Cariboo.....	B.C 23 95	25 00		
Horse Hills.....	Alta.....	39 00	25 00		
Hotham.....	Muskoka & Parry Sd.....	O 32 75	25 00		
Hotspur.....	Peterborough, E.R.....	O 28 75	25 00		
Houghton.....	Norfolk, S.R.....	O 53 83	38 00		
Housey's Rapids.....	Ontario, N.R.....	O 74 15	36 00		
Howard Valley.....	Argenteuil.....	Q 65 75	25 00		
Howe Island.....	Frontenac.....	O 38 00	25 00		
§Howe Sound.....	Burrard.....	B.C 4 00	7 00		
†Howick Station.....	Châteauguay.....	Q 178 00	16 66		
Howlett.....	Middlesex, S.R.....	O 38 00	25 00		
Howser.....	Yale & Cariboo.....	B.C 22 50	30 00		
Hubrey.....	Middlesex, S.R.....	O 61 68	40 00		
Hudmore.....	Assa East.....	14 00	6 25		
Hudson Heights.....	Vaudreuil.....	Q 371 43	176 00		15 00
Huestis Landing.....	Sunbury & Queen's.....	N.B 5 00	25 00		
Hulbert.....	Dundas.....	O 164 70	50 00		5 00
Hullcar.....	Yale & Cariboo.....	B.C 29 50	25 00		
Humber.....	York, W.R.....	O 137 37	50 00		
Humber Bay.....	York, W.R.....	O 369 40	140 00		10 00
Hunka.....	Alta.....	13 20	25 00		
Hun's Valley.....	Macdonald.....	M 17 31	25 00		
Hunter's Home.....	Sunbury & Queen's.....	N.B 17 50	25 00		
Hunter's Mountain.....	Victoria.....	N.S 26 67	25 00		
Hunter's Point.....	Pontiac.....	Q 178 50	66 00	16 00	5 00
Hunterstown.....	Maskinongé.....	Q 79 45	35 00		
Huntingdon.....	New Westminster.....	B.C 150 10	70 00		5 00
Huntingfield.....	Huron, E.R.....	O 15 00	25 00		
Huntington.....	Cape Breton.....	N.S 8 00	25 00		
Huntingville.....	Sherbrooke.....	Q 55 70	25 00		
Huntley.....	Lanark, N.R.....	O 140 05	50 00		5 00

\* Opened 1-7-03.

† Opened 1-4-04.

§ Closed 1-10-03.

† Opened 1-11-03.

|| Opened, 1-4-04.

\*\* Including \$6 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Hunt's Point .....	Shelburne & Queen's N.S.	49 00	25 00		
Hurdman's Bridge .....	Russell O	7 18	25 00		
Hurdville .....	Muskoka & Parry Sd. O	47 82	25 00		
Hurondale .....	Perth, S.R. O	19 00	25 00		
Husavick .....	Selkirk M	27 87	25 00		
Hutchinson .....	Middlesex, N.R. O	5 00	25 00		
Hutchinson Settlement .....	Halifax N.S.	10 50	25 00		
Hutton House .....	Simcoe, E.R. O	53 11	25 00		
Huttonville .....	Peel O	163 10	84 00		5 00
Hybla .....	Hastings, N.R. O	12 50	25 00		
Hyde .....	Assa. East	67 13	30 00	8 00	
Hyde Park .....	Lisgar M	8 00	25 00		
Hyde Park Corner .....	Middlesex, E.R. O	177 28	62 00		5 00
Hyder .....	Lisgar M	24 20	25 00		
Hymers .....	Algoma O	231 32	70 00	1 00	5 00
Hyndford .....	Renfrew, S.R. O	117 59	54 00		5 00
Hyndman .....	Grenville, S.R. O	15 00	25 00		
* ICE LAKE .....	Algoma O	16 50	20 80		
Icelandic River .....	Selkirk M	181 39	76 00	7 00	5 00
Ida .....	Durham, E.R. O	91 91	40 00		
Ida .....	Sunbury & Queen's N.B.	11 25	25 00		
Ignace .....	Algoma O	525 95	\$158 00		15 00
Ilfacombe .....	Muskoka & Parry Sd. O	31 41	25 00		
Imlah .....	King's N.B.	16 25	25 00		
Inchby .....	Sunbury & Queen's N.B.	25 75	25 00		
Independence .....	Alta	40 00	25 00		
Indian Brook .....	Victoria N.S.	32 02	25 00		
Indian Ford .....	Macdonald M	24 08	30 00		
Indian Harbour .....	Halifax N.S.	96 30	36 00		
Indian Harbour Lake .....	Guysborough N.S.	41 75	25 00		
Indian Island .....	Charlotte N.B.	28 75	25 00		
Indian Lorette .....	Quebec Q	215 39	100 00	30 00	10 00
Indian Mountain .....	Westmoreland N.B.	10 75	25 00		
Indian Point .....	Lunenburg N.S.	32 00	25 00		
Indian River .....	Peterborough, E.R. O	14 00	25 00		
Indian River .....	Prince East P.E.I.	60 30	25 00		
Indian Road .....	Hants N.S.	27 00	25 00		
Indian Springs .....	Lisgar Man	65 50	25 00		
† Inga .....	Alta	20 00	12 50		
Ingle .....	Addington O	10 10	25 00		
Ingleside .....	Macdonald M	22 59	25 00		
Inglis Falls .....	Grey, N.R. O	30 00	25 00		
Inglisville .....	Annapolis N.S.	18 20	25 00		
Ingoldsby .....	Victoria, N.R. O	44 50	25 00		
Ingol .....	Algoma O	63 31	34 00		
Ingomar .....	Shelburne & Queen's N.S.	75 50	26 00		
Ingonish Centre .....	Victoria N.S.	17 45	25 00		
Ingonish Ferry .....	Victoria N.S.	41 50	45 00		
Ingram Docks .....	Halifax N.S.	270 23	70 00		5 00
Ingram River .....	Halifax N.S.	124 81	36 00		
Inholmes .....	Muskoka & Parry Sd. O	33 75	25 00		
Inistioge .....	Grey, E.R. O	16 97	25 00		
Inlet .....	Labelle Q	29 00	25 00		
Innisfil .....	Simcoe, S.R. O	20 40	25 00		

\* Opened 4-9-'03. † Including \$20 special allowance.

† Opened 1-1-'04.

\$ Including \$24.00.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Innisville.....	Lanark, S.R. .... O	67 94	40 00		
Insinger.....	Assa. East	90 88	48 00		5 00
Intervale.....	Westmoreland .. N.B	15 48	25 00		
Inverhaugh.....	Wellington, C.R. ... O	13 00	25 00		
Inverhuron.....	Bruce, W.R. .... O	80 99	50 00		
Inverness.....	Prince West. .... P.E.I	35 45	25 00		
Inverness Asylum.....	Inverness .. N.S	28 00	25 00		
Iona.....	Queen's East .. P.E.I	62 50	30 00		
Iowalta.....	Alta	21 72	25 00		
Irena.....	Dundas .. O	110 81	37 00	4 00	
Ireton.....	Yarmouth .. N.S	19 00	25 00		
Iris.....	Queen's East .. P.E.I	34 44	25 00		
Irish Cove.....	Cape Breton .. N.S	84 10	36 00	32 98	
Irish Lake.....	Grey, S.R. .... O	16 96	25 00		
Irishtown.....	Westmoreland .. N.B	18 50	25 00	14 00	
Irish Vale.....	Cape Breton .. N.S	8 50	25 00		
Iron Bound Cove.....	Sunbury & Queen's. N.B	17 00	25 00		
Iron Bridge.....	Algoma .. O	195 15	90 00	9 00	10 00
Iron Hill.....	Brome .. Q	117 13	52 00		5 00
Iron Mines.....	Inverness .. N.S	26 75	25 00		
Iron Ore.....	Pictou .. N.S	17 00	25 00		
Iron Rock.....	Pictou .. N.S	54 73	25 00		
Ironside.....	Wright .. Q	76 14	40 00		
Ironwood ..	Nipissing .. O	37 25	25 00		
Irvine.....	Megantic .. Q	8 96	25 00		
Irvine's Landing.....	Burrard .. B.C	18 95	25 00		
Irving Settlement.....	Albert .. N.B	23 69	25 00		
*Isaac's Harbour, North ..	Guysboro .. N.S	89 19	**37 92		
†Isbester.....	Algoma .. O	30 50	8 25		
Isherwood.....	Algoma .. O	19 64	25 00		
Island Brook.....	Compton .. Q	162 53	76 00	5 00	5 00
Island East River.....	Pictou .. N.S	32 00	25 00		
†Island F.....	Simcoe, E.R. .... O	17 00	25 00		
Island River.....	Gloucester .. N.B	42 57	25 00		
Islay.....	Victoria, N.R. .... O	49 75	25 00		
Isle au Coudres.....	Charlevoix .. Q	43 70	25 00	5 00	
Isle aux Grues ..	Montmagny .. Q	83 88	44 00		
Isle aux Noix.....	St Johns & Iberville .. Q	171 00	66 00		5 00
Isle Bizard.....	Jacques Cartier .. Q	72 92	40 00		
Isle des Chênes ..	Provencher .. M	7 20	25 00		
Isle Dupas.....	Berthier .. Q	64 00	25 00		
Isle of Skye.....	Huntingdon .. Q	a5 00			
Isle Perrot.....	Vaudreuil .. Q	70 82	26 00		
Isle Perrot, Nord ..	Vaudreuil .. Q	25 00	25 00		
Islington.....	York, W.R. .... O	184 47	84 00		5 00
Italy Cross ..	Lunenburg .. N.S	88 48	25 00	3 00	
Ivan.....	Middlesex, S.R. .... O	119 46	50 00		5 00
Ivera.....	Victoria .. N.S	4 00	25 00		
Ives.....	Richmond & Wolfe .. Q	44 01	25 00		
Ivry.....	Témiscouata .. Q	105 38	60 00		
Ivy.....	Simcoe, S.R. .... O	230 91	76 00		5 00
Ivy Lea.....	Leeds, S.R. .... O	138 36	68 00		5 00
JACKFISH-LAKE.....	Sask	15 25	25 00		
Jackman.....	Yale & Cariboo .. B.C	35 93	25 00		

† Summer office. \* Opened 1-8-03. \*\* Including \$15 for night allowance (summer season)  
 † Opened 3-3-04. a Credit for new office not yet opened. || Including \$29.98 for special forward all.

SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jack's Lake.....	Simcoe, N.R. .... O	30 00	25 00		
Jackson .....	Cumberland..... N.S	43 50	30 00		
Jackson .....	Grey, N.R. .... O	146 00	68 00		5 00
*Jackson's Point.....	York, N.R. .... O	141 00	25 00		
Jacksontown .....	Carleton..... N.B	20 00	25 00		
Jacksonville .....	Cape Breton..... N.S	35 45	25 00		
†Jackville .....	Alta .....	29 00	4 16		
Jaffa.....	Elgin, E.R. .... O	26 96	25 00		
Jaffray.....	Yale & Cariboo .... B.C	248 48	68 00		5 00
James Bay Junction.....	Muskoka & Parry Sd. O	71 99	25 00		
James River .....	Antigonishe..... N.S	12 50	25 00		
James River Station .....	Antigonishe..... N.S	83 45	33 00	36 00	
Jamesville .....	Victoria..... N.S	9 00	25 00		
Jamieson .....	Lanark, N.R. .... O	10 00	25 00		
Jamieson .....	Mégantic..... Q	27 23	25 00		
Janetville .....	Durham, E.R. .... O	186 44	77 00		5 00
Janeville .....	Gloucester..... N.B	53 50	28 00		
Jardineville .....	Kent..... N.B	124 86	48 00		5 00
Jarlsberg .....	Muskoka & Parry Sd. O	145 00	40 00		
Jarnac .....	Labelle..... Q	17 25	25 00		
Jarratt's Corners.....	Simcoe, E.R. .... O	82 35	56 00		5 00
Jauvrins Harbour .....	Richmond..... N.S	10 00	25 00		
Jeanette's Creek.....	Kent..... O	137 00	62 00		5 00
*Jeanne d'Arc.....	Wright..... Q	6 50	4 16		
Jeddore Oyster Ponds.....	Halifax..... N.S	148 50	58 00	5 00	5 00
Jefferson .....	York, W.R. .... O	69 70	25 00		
Jeffry .....	King's..... N.B	21 89	25 00		
Jellyby .....	Brockville..... O	28 00	25 00		
Jemseg .....	Sunbury & Queen's. N.B	102 42	42 00	6 00	
Jenkins .....	Sunbury & Queen's. N.B	25 00	25 00		
Jericho .....	Lambton, E.R. .... O	27 62	25 00		
Jerihyn .....	Peterborough, E.R. O	46 38	25 00		
Jérôme .....	Provencher..... M	25 00	25 00		
*Jersey Cove.....	Victoria..... N.S	14 00	18 75		
Jersey Cove.....	Gaspé..... Q	39 83	25 00		
Jersey Mills .....	Beauce..... Q	82 74	68 00		
Jerseyville .....	Wentworth N. & Brant. O	320 14	124 00	**38 00	10 00
Jessopville .....	Grey, E.R. .... O	82 22	\$38 00		
Jewett's Mills .....	York..... N.B	21 73	25 00		
Jocelyn .....	Algoma..... O	24 25	25 00		
Jock Vale .....	Carleton..... O	51 30	25 00		
Jocko River.....	Nipissing..... Ont	a5 00			
Joggin Bridge .....	Digby..... N.S	55 00	25 00		
John Island .....	Algoma..... O	209 50	28 75		
Johnson .....	Grey, N.R. .... O	24 46	25 00		
Johnson's Croft.....	King's..... N.B	7 50	25 00		
Johnson's Mills.....	Westmoreland..... N.B	24 00	25 00		
Johnston .....	Sunbury & Queen's. N.B	6 00	25 00		
Johnston's Corners.....	Russell..... O	27 75	25 00		
Johnston's River .....	Queen's East..... P.E.I	9 75	25 00		
Johnstown .....	Richmond..... N.S	24 50	25 00		
Johnville .....	Compton..... Q	192 03	84 00		5 00
Johnville .....	Carleton..... N.B	33 75	25 00		
Jolicure .....	Westmoreland..... N.B	119 33	57 00		5 00
Jones Corner .....	King's..... N.B	12 25	25 00		
Jones Falls.....	Leeds, S.R. .... O	91 00	38 00		

\* Opened 1-10-03.

† Opened 1-5-04.

§ Including \$4 arrears.

|| Including \$20 night allowance.

\* Summer office.

\*\* Including \$16 forward arrears.

a Credit for new office not yet opened.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Jordan Bay.....	Shelburne & Queen's.N.S	31 71	25 00		
Jordan Bay, East Side.....	Shelburne & Queen's.N.S	74 00	28 00		
Jordan Branch.....	Shelburne & Queen's.N.S	8 25	25 00		
Jordan Ferry.....	Shelburne & Queen's.N.S	28 00	25 00		
Jordan Harbour.....	Lincoln & Niagara.....O	90 00	50 00		
Jordan Station.....	Lincoln & Niagara.....O	342 70	138 00	617 00	15 00
Josephsburg.....	Waterloo, S.R.....O	25 75	25 00		
Josephsburg.....	Assa. West.....O	129 43	44 00		5 00
Joyceville.....	Frontenac.....O	25 71	25 00		
Joynt.....	Wright.....Q	97 00	25 00		
Jubilee.....	Victoria.....N.S	21 73	25 00		
Jubilee.....	King's.....N.B	80 00	30 00		
Juddhaven.....	Simcoe, E.R.....O	169 75	72 00		5 00
Judge.....	Nipissing.....O	69 11	25 00		
Judique.....	Inverness.....N.S	76 98	32 00	8 00	
* Julien.....	Portneuf.....Q	27 66	20 83		
Jumping Pond.....	Alta.....O	37 41	25 00		
Junetown.....	Leeds, S.R.....O	82 40	30 00		
Juniper Mount.....	Cape Breton.....N.S	11 40	25 00		
Jura.....	Lambton, E.R.....O	22 13	25 00		
Juvenile Settlement.....	Sunbury & Queen's...N.B	31 42	25 00		
<b>KAKABEKA</b> .....	Algoma.....O	49 08	**35 00		
Kaladar Station.....	Addington.....O	112 49	42 00		
Kaleida.....	Lisgar.....M	18 15	25 00		
Kamsack.....	Assa. East.....O	20 66	25 00		
Kananaskis.....	Alta.....O	70 00	†46 00		
Kansas.....	Alta.....O	34 50	25 00		
Kaposvar.....	Assa. East.....O	57 00	36 00	12 00	
† Karsdale.....	Annapolis.....N.S	96 91	20 83		
Katepwe.....	Assa. East.....O	55 95	25 00		
Katevale.....	Stanstead.....Q	138 70	48 00		5 00
Katrine.....	Muskoka & Parry Sd..O	82 84	40 00		
Katrine Station.....	Muskoka & Parry Sd..O	102 93	25 00		
Katrinthal.....	Assa. West.....O	38 40	25 00		
Kawenda.....	Macdonald.....M	450 74	170 00	3 00	15 00
Kay Settlement.....	Westmoreland.....N.B	2 50	25 00		
† Keating.....	District of Vancouver,B.C	37 00	25 00		
Keats.....	Westmoreland.....N.B	19 25	25 00		
Kedron.....	King's.....N.B	8 00	25 00		
Keefers.....	Yale & Cariboo.....B.C	63 10	32 00		
Keelerville.....	Frontenac.....O	19 00	25 00		
Keelerville.....	Assa. West.....O	10 00	2 08		
Keenansville.....	Cardwell.....O	116 99	50 00		5 00
Kegaska.....	Chicoutimi & Saguenay.Q	1 70	25 00		
Keirsteadville.....	King's.....N.B	26 00	25 00		
Keith.....	Compton.....Q	28 50	25 00		
Keith.....	King's.....N.B	12 50	25 00		
Keithley Creek.....	Yale & Cariboo.....B.C	50 94	25 00		
Keldon.....	Wellington, N.R.....O	78 00	34 00		
Kelloe Station.....	Marquette.....M	239 75	34 00		
Kells.....	Nipissing.....O	23 95	25 00		
Kelly's Cross.....	Prince West.....P.E.I	63 61	25 00		
Kelly's Cove.....	Yarmouth.....N.S	26 79	25 00		

\* 1-9-03.    † Re-opened, 1-9-03.  
allowance.    ‡ Including \$6 arrears.

† Late Young.    †† Opened 1-6-03.  
†† Including \$16 night allowance.

\*\* Including \$10 night allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
a Kelly's Mills.....	Huntingdon..... Q	123 50	6 44		
Kelso.....	Halton..... O	94 44	56 00		5 00
Kelvin.....	Oxford, S.R..... O	151 20	40 00		
Kelvin.....	Macdonald..... M	33 16	64 00		5 00
Kelvin Grove.....	Prince West..... P.E.I	11 00	25 00		
Kemble.....	Grey, N.R..... O	211 50	110 00	4 00	10 00
Kemnay.....	Brandon..... M	231 89	62 00		5 00
Kempt.....	Shelburne & Queen's N.S	136 14	68 00		5 00
Kempt Road.....	Richmond..... N.S	20 69	35 00		
Kempt Station.....	Rimouski..... Q	52 27	25 00		
Kempt Shore.....	Hants..... N.S	106 03	53 00		5 00
Kempt Town.....	Colchester..... N.S	27 25	25 00		
Kendal.....	Durham, W.R..... O	197 04	106 00		10 00
Kenilworth.....	Wellington, N.R..... O	228 19	88 00	3 00	10 00
Kenlis.....	Assa. East.....	248 09	120 00		10 00
Kenlock.....	Inverness..... N.S	6 00			
Kennaway.....	Peterborough, E.R..... O	25 75	25 00		
Kennebecasis Island.....	King's..... N.B	13 40	25 00		
* Kenlock.....	Inverness..... N.S	6 00			
Kennell.....	Assa. West.....	28 40	25 00		
* Kenneth.....	Carleton..... N.B	20 02	20 83		
Kennetcook Corner.....	Hants..... N.S	139 11	26 00		
Kennicott.....	Perth, N.R..... O	45 00	32 00		
Kennington Cove.....	Cape Breton..... N.S	19 00	25 00		
Kénogami.....	Chicoutimi & Saguenay Q	11 00	25 00		
Kensington.....	Huntingdon..... Q	125 41	44 00		5 00
Kent.....	Halifax..... N.S	50 90	25 00		
Kent Centre.....	Kent..... O	33 40	25 00		
Kent Junction.....	Kent..... N.B	27 00	25 00		
† Kent Lake.....	Kent..... N.B	20 00	4 16		
Kentvale.....	Algoma..... O	47 52	25 00		
Keohan.....	King's..... N.B	13 00	25 00		
Kepler.....	Frontenac..... O	34 88	25 00		
Kerfoot.....	Macdonald..... M	40 00	25 00		
Kerrowgare.....	Pictou..... N.S	53 66	28 00		
Kerry.....	Albert..... N.B	2 00	25 00		
Kersley.....	Yale & Cariboo..... B.C	104 96	60 00		
Kertch.....	Lambton, W.R..... O	91 00	48 00		
Keswick Ridge.....	York..... N.B	60 00	30 00	40 00	
Ketch Harbour.....	Halifax..... N.S	21 59	25 00		
Keward.....	Grey, N.R..... O	27 50	25 00		
Kewstoke.....	Inverness..... N.S	18 00	25 00		
Keyser.....	Middlesex, E.R..... O	70 00	30 00		
Keyes.....	Macdonald..... M	302 12	112 00		10 00
Khiva.....	Middlesex, N.R..... O	47 75	25 00		
Kilbain.....	Huntingdon..... Q	32 25	25 00		
Kilbride.....	Halton..... O	175 90	76 00		5 00
Kildare.....	Joliette..... Q	230 68	100 00	24 00	5 00
Kildare.....	Prince West..... P.E.I	29 75	25 00		
Kildare Capes.....	Prince West..... P.E.I	21 00	25 00		
Kildonan.....	Selkirk..... M	10 00	5 80		
Kilfoil.....	Carleton..... N.B	7 00	25 00		
Kilgorie.....	Simcoe, S.R..... O	15 25	25 00		
Kilkenny Lake.....	Cape Breton..... N.S	3 00	25 00		
Killaloe.....	Renfrew, S.R..... O	98 00	56 00		5 00
Killam's Mills.....	Westmoreland..... N.B	19 00	25 00		

†† Including \$10 night allowance.

\* Credit for new office not yet opened.

\* Re-opened 1-9-03.

† Opened 1-5-04. a Closed 12-9-03.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Killarney.....	Nipissing.....	O 204 86	\$ 160 00	35 00	15 00
Killeen.....	Wellington, S.R.....	O 24 23	25 00		
Killowen.....	Argenteuil.....	Q 17 00	25 00		
Killowen.....	Carleton.....	N.B. 26 00	25 00		
† Killyleagh.....	Simcoe, S.R.....	O 12 50			
Kilmanagh.....	Peel.....	O 12 68	25 00		
Kilmarnock.....	Lanark, S.R.....	O 22 65	25 00		
Kilmartin.....	Middlesex, W.R.....	O 17 00	25 00		
Kilmaurs.....	Carleton.....	O 32 47	25 00		
Kilworth Bridge.....	Middlesex, S.R.....	O 48 47	25 00		
Kilworthy.....	Ontario, N.R.....	O 108 55	56 00		5 00
Kimball.....	Lambton, W.R.....	O 28 00	25 00		
Kimball.....	Alta.....	O 80 09	32 00		
Kimberley.....	Mégantic.....	Q 15 20	25 00		
Kimbo.....	Wentworth, S.R.....	O 24 15	25 00		
Kinbrae.....	Assa. East.....	O 9 20	25 00		
Kincardine.....	Victoria.....	N.B. 35 50	25 00	10 00	
Kingarf.....	Bruce, W.R.....	O 73 05	40 00		
Kingarth.....	York.....	N.B. 29 91	25 00		
Kingsborough.....	King's.....	P.E.I. 50 67	25 00		
Kingcome Inlet.....	Burrard.....	B.C. 21 35	25 00		
King Creek.....	York, N.R.....	O 8 00	25 00		
Kinghurst.....	Grey, N.R.....	O 8 20	25 00		
Kinglake.....	Norfolk, S.R.....	O 128 53	36 00		
Kingross.....	Inverness.....	N.S. 17 50	25 00		
Kingsbridge.....	Huron, W.R.....	O 126 94	55 00		5 00
Kingsbury.....	Lunenburg.....	N.S. 53 10	25 00		
Kingscote.....	Grey, E.R.....	O 23 00	25 00		
Kingscourt.....	Lambton, E.R.....	O 42 00	25 00		
Kingscroft.....	Stanstead.....	Q 48 06	25 00		
Kingscroft.....	Sunbury & Queen's.....	N.B. 15 00	25 00		
Kingsey.....	Drummond.....	Q 90 93	40 00		
Kingsford.....	Hastings, E.R.....	O 23 98	36 00		
King's Head.....	Pictou.....	N.S. 16 88	25 00		
Kingsley.....	Lisgar.....	M 30 00	25 00		
Kingsley.....	York.....	N.B. 6 00	25 00		
*Kingsmere.....	Wright.....	Q 60 90	25 00		
Kingsmill.....	Elgin, E.R.....	O 127 65	56 00	14 00	5 00
Kingston.....	Queen's West.....	P.E.I. 30 48	25 00		
Kingston Mills.....	Frontenac.....	O 41 80	25 00	7 00	
Kingston Station.....	Kingston.....	O 214 00	90 00		5 00
Kingston Village.....	King's.....	N.S. 140 00	48 00		5 00
Kingsville.....	Inverness.....	N.S. 21 00	25 00	4 00	
King's Wharf.....	Victoria, S.R.....	O 34 21	25 00		
Kinistino.....	Sask.....	O 177 28	76 00		5 00
Kinkora.....	Perth, N.R.....	O 101 22	44 00		5 00
Kinkora.....	Prince East.....	P.E.I. 97 40	44 00	4 00	
Kinlock.....	Queen's East.....	P.E.I. 27 75	25 00		
Kinloss.....	Bruce, W.R.....	O 133 00	40 00	18 00	
Kinlough.....	Bruce, W.R.....	O 119 40	50 00	5 00	5 00
Kinosota.....	Macdonald.....	M 56 70	36 00	10 00	
Kinross.....	Queen's East.....	P.E.I. 61 00	25 00	3 00	
Kinsale.....	Ontario, W.R.....	O 160 90	55 00		5 00
Kinsman's Corners.....	King's.....	N.S. 255 06	88 00		10 00
Kinsmore.....	Brandon.....	M 14 18	25 00		
Kintail.....	Huron, W.R.....	O 202 07	88 00		10 00
Kintyre.....	Elgin, W.R.....	O 43 35	25 00		
Kipling.....	Nipissing.....	O 27 00	25 00		

† Closed 29-12-03.

§ Including \$12 night allowance.

\* Summer office.



## SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Kipiegun.....	Selkirk.....M	27 11	25 00		
Kippewa.....	Pontiac.....Q	96 72	124 00	63 17	10 00
Kirby.....	Durham, W. R.....O	54 00	28 00		
Kirkdale.....	Drummond.....Q	181 84	60 00		
Kirkella.....	Brandon.....Man	165 93	30 00		
Kirkhill.....	Glengarry.....O	96 75	56 00		5 00
Kirkhill.....	Cumberland.....N.S	22 00	25 00		
Kirkland.....	Carleton.....N.B	108 37	48 00		
Kirkmount.....	Pictou.....N.S	7 25	25 00		
Kirk's Ferry.....	Wright.....Q	44 40	25 00		
Kirkpatrick.....	.....Sask	12 17	25 00		
Kirkwall.....	Wentworth, N. & Brant, O	80 18	40 00		
Kirkwood.....	Northumberland.....N.B	22 46	25 00		
Kiskisink.....	Portneuf.....Q	77 90	48 00		
Kissina.....	Assa. East	30 46	25 00		
Kitamaat.....	Burrard.....B.C	132 50	28 00		
Kitchener.....	Yale & Cariboo.....B.C	124 00	80 00		5 00
Kleefeld.....	Provencher.....M	53 35	25 00		
Klok.....	Nipissing.....O	80 59	50 00		
Knapdale.....	Middlesex, W.R.....O	14 24	25 00		
Knatchbull.....	Halton.....O	25 25	25 00		
Knee Hill Valley.....	.....Alta	136 20	70 00	2 00	5 00
Knightville.....	King's.....N.B	20 54	25 00		
Knowlesville.....	Carleton.....N.B	32 99	25 00		
Knowlton Landing.....	Brome.....Q	73 50	30 00		
Knoxford.....	Carleton.....N.B	55 73	25 00	6 00	
Knoydart.....	Antigonish.....N.S	26 21	25 00		
Kohler.....	Haldimand & Monck. O	85 00	48 00		
Kokanee.....	Yale & Cariboo.....B.C	10 00	25 00		
Koksilah.....	Vancouver.....B.C	35 03	36 00		
Kola.....	Brandon.....M	38 53	25 00		
Kolapore.....	Grey, E. R.....O	74 24	48 00		
Kolbeck.....	Cumberland.....N.S	14 00	25 00		
Korah.....	Algoma.....O	33 75	25 00		
Kossuth.....	Waterloo, S. R.....O	98 50	48 00		
Kouchibouguac Beach.....	Kent.....N.B	18 61	25 00		
*Kolin.....	Assa. East	25 37	25 00		
+Krakow.....	.....Alta	37 16	10 41		
Kreiger.....	Selkirk.....M	19 00	25 00		
Kronau.....	Assa. West	59 29	25 00		
Kualt.....	Yale & Cariboo.....B.C	376 33	132 00	*	15 00
Kuhryville.....	Perth, N.R.....O	42 00	25 00		
Kuper Island.....	Vancouver.....B.C	112 13	44 00		5 00
Kurtzville.....	Wellington, N.R.....O	97 30	34 00		
Kuskonook.....	Yale & Cariboo.....B.C	36 87	25 00		
Kutawa.....	Assa. West	154 04	48 00		
<b>L</b> LA BALEINE.....	Charlevoix.....Q	16 25	**37 00		
La Barre.....	Chicoutimi & Saguenay.Q	33 25	25 00		
La Barrière.....	Berthier.....Q	52 75	25 00		
†La Butte.....	Bonaventure.....Q	6 00	2 08		
Laberge.....	Châteauguay.....Q	15 50	25 00		
La Broquerie.....	Provencher.....M	183 00	84 00	34 00	5 00
L'Acadie.....	St. John & Iberville.....Q	136 00	58 00		5 00
Lac à la Croix.....	Chicoutimi & Saguenay.Q	12 00	25 00		

b Including 17 cents arrears.

\* Late Esterhazy, 1-11-03.

† Opened 1-2-04.

‡ Opened 1-6-04.

\*\*Including \$12 for winter season 1902-03 and 1903-4 (night allowance).



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
			\$ cts.		
Lac à Laurent.....	Chicoutimi & Saguenay. Q	10 95	25 00		
La Carrière.....	Bagot..... Q	36 70	25 00		
Lac au Saumon.....	Rimouski..... Q	411 45	122 00		10 00
\$Lac aux Sables.....	Portneuf..... Q	46 50	10 41		
Lac aux Sables Station.....	Portneuf..... Q	190 33	88 00	1 25	5 00
Lac Bellemare.....	Three R. & St. Maurice. Q	75 00	28 00		
Lac Bouchette.....	Chicoutimi & Saguenay. Q	206 10	††74 00		5 00
Lac des Commissaires.....	Chicoutimi & Saguenay. Q	26 75	25 00		
Lac des Ecorces.....	Labelle..... Q	71 62	25 00		
Lac Clair.....	Chicoutimi & Saguenay. Q	11 43	25 00		
†Lac Charlebois.....	Terrebonne..... Q	41 00	25 00		
Lac du Bonnet.....	Selkirk..... M	240 33	98 00		10 00
Lachenaie.....	L'Assomption..... Q	55 90	25 00		
La Chevrotière.....	Portneuf..... Q	200 00	††126 00	114 00	10 00
Lachine Rapids.....	Jacques Cartier..... Q	18 50	25 00		
Lac la Biche.....	Alta.....	30 70	25 00		
• Lac la Pêche.....	Champlain..... Q	52 00	30 00		
Lac Manitou.....	Terrebonne..... Q	24 00	25 00		
Lac Masson.....	Terrebonne..... Q	188 76	68 00	7 00	5 00
Lac Mercier.....	Terrebonne..... Q	135 70	40 00		
Lac Nantel.....	Terrebonne..... Q	160 00	44 00		5 00
Lacolle Station.....	Missisquoi..... Q	78 57	25 00		
La Conception Station.....	Labelle..... Q	20 00	30 00		
Laconia.....	Lunenburg..... N.S	8 00	25 00		
Lac Rond.....	Labelle..... Q	22 93	25 00		
Lac Sainte Anne.....	Alta.....	28 43	25 00		
Lac Saint Joseph.....	Portneuf..... Q	91 70	36 00		
Lac Sec.....	Chicoutimi & Saguenay. Q	=6 00			
Lac Windigo.....	Labelle..... Q	10 20	25 00		
La Décharge.....	Chicoutimi & Saguenay. Q	37 65	25 00		
La Descente des Femmes.....	Chicoutimi & Saguenay. Q	*14 18	25 00		
Ladd's Mills.....	Stanstead..... Q	30 96	28 00		
Lady Bank.....	Grey, E.R..... O	19 45	25 00		
Ladysmith.....	Lambton, W. R..... O	36 00	25 00		
Lafontaine.....	Simcoe, E.R..... O	175 94	70 00		5 00
Lagacé.....	Bonaventure..... Q	80 71	35 00	7 00	
Laggan.....	Glengarry..... O	149 99	60 00		5 00
Laggan.....	Pictou..... N.S	17 42	25 00		
Laggan.....	Alta.....	293 81	90 00		10 00
La Guerre.....	Huntingdon..... Q	67 12	28 00		
La Have Island.....	Lunenburg..... N.S	103 53	33 00		
Laird.....	Algoma..... O	30 75	25 00		
a Lake.....	Hastings, N.R..... O	5 00	3 00		
Lake Ainslie Chapel.....	Inverness..... N.S	6 00	25 00		
Lake Ainslie (W. Side).....	Inverness..... N.S	17 00	25 00		
Lake Ainslie (E. Side).....	Inverness..... N.S	21 45	25 00		
Lake Ainslie (S. Side).....	Inverness..... N.S	11 00	25 00		
Lake Annis.....	Yarmouth..... N.S	42 25	25 00		
Lake Aylmer.....	Richmond & Wolfe..... Q	74 14	40 00		
Lake Baker.....	Victoria..... N.E	23 95	25 00		
Lake Beauport.....	Quebec..... Q	134 44	c 65 00		5 00
Lakeburn.....	Westmoreland..... N.E	13 00	25 00		
Lake Cayamont.....	Pontiac..... Q	19 43	25 00		
Lake Charles.....	Grey, N.R..... O	23 00	25 00		
Lake Clear.....	Renfrew, S.R..... O	21 25	25 00		
Lakedale.....	Guysborough..... N.S	13 00	25 00		
bLake de May.....	Alta.....	42 80	21 87	1 07	

Late Lac aux Sables. \$ Late Lac aux Sables Ouest. \* Summer office. †† Including \$2 night allowance. ‡ Including \$36 night allowance. = Credit for office not yet opened. a Closed 1-10-03.  
 b Opened 14-8-03. c Including \$10 for special salary for summer season.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lake Doré.....	Renfrew, N.R.....	O 22 75	25 00		
Lake Edward.....	Quebec.....	Q 276 35	\$90 00		10 00
Lake Egmont.....	Halifax.....	N.S. 15 00	25 00		
Lake Etchemin.....	Dorchester.....	Q 201 72	86 00	28 00	5 00
Lakefield.....	Argenteuil.....	Q 81 06	34 00		
Lake Frances.....	Selkirk.....	M 54 50	25 00		
Lake George.....	York.....	N.B. 23 75	25 00		
Lake George.....	King's.....	N.S. 31 98	25 00		
Lake George.....	Yarmouth.....	N.S. 9 00	25 00		
Lakehurst.....	Peterborough, E.R.....	O 75 00	36 00		
Lake Killarney.....	Cumberland.....	N.S. 13 98	25 00		
Lakeland.....	Macdonald.....	M 33 35	25 00		
Lakelands.....	Cumberland.....	N.S. 12 00	25 00		
Lake La Rose.....	Annapolis.....	N.S. 8 00	25 00		
Lakelet.....	Huron, E.R.....	O 134 24	60 00		5 00
Lake Munro.....	Annapolis.....	N.S. 15 00	25 00		
Lake Opinicon.....	Frontenac.....	O 22 50	25 00		
Lake Park.....	Sask.....	22 14	25 00		
Lake Paul.....	King's.....	N.S. 17 00	25 00		
Lake Pleasant.....	Annapolis.....	N.S. 35 20	25 00		
Lake Ramsay.....	Lunenburg.....	N.S. 13 60	25 00		
Lake Road.....	Albert.....	N.B. 5 00	25 00		
Lake Road.....	Colchester.....	N.S. 14 25	25 00		
Lake St. Mary.....	Wright.....	Q 108 16	44 00		
† Lakeside.....	Jacques Cartier.....	Q 166 00	82 00		5 00
Lakeside.....	Oxford, N.R.....	O 172 25	100 00		10 00
Lakeside.....	Yarmouth.....	N.S. 15 00	25 00		
Lake Stream.....	Kent.....	N.B. 15 25	25 00		
Laketon.....	Kent.....	N.B. 12 25	25 00		
Lake Uist.....	Richmond.....	N.S. 17 94	25 00		
Lakevale.....	Antigonishe.....	N.S. 25 14	25 00		
‡ Lake Valley.....	Assa. West.....	6 00	2 08		
Lake Verd.....	Queen's East.....	P.E.I. 13 00	25 00		
Lakeview.....	King's.....	N.S. 7 50	25 00		
Lakeview.....	Argenteuil.....	Q 23 71	25 00		
Lakeview.....	Sunbury & Queen's.....	N.B. 22 60	25 00		
Lakeview.....	Elgin, E.R.....	O 105 00	50 00		5 00
Lake View House.....	Portneuf.....	Q **5 00			
Lakeville.....	Carleton.....	N.B. 110 98	38 00		
Lakeville.....	King's.....	N.S. 246 99	100 00	3 00	10 00
Lakeville.....	King's.....	P.E.I. 36 00	25 00		
Lakeville Corner.....	Sunbury & Queen's.....	N.B. 40 00	25 00		
Lake Weedon.....	Richmond & Wolfe.....	Q 205 00	90 00		10 00
Lake William.....	Megantic.....	Q 9 50	25 00		
Lakewood.....	St. John.....	N.B. 6 50	25 00		
Lalonde.....	Prescott.....	O 16 41	25 00		
La Macaza.....	Labelle.....	Q 67 00	28 00		
La Mare.....	Charlevoix.....	Q 16 00	25 00		
L'Amaroux.....	York, E.R.....	O 30 19	25 00		
Lamlash.....	Grey, S.R.....	O 38 75	25 00		
Lammermoor.....	Lanark, N.R.....	O 27 70	25 00		
Lamon.....	Middlesex, N.R.....	O 17 20	25 00		
L'Amoureux.....	Alta.....	10 00	25 00		
Lancelot.....	Muskoka & Parry Sd.....	O 29 96	25 00		
Landestrew.....	Assa. East.....	10 20	25 00		
Landor.....	Colchester.....	N.S. 11 00	25 00		
Landreville.....	Beauharnois.....	Q 28 75	25 00		
Landry.....	Gloucester.....	N.B. 11 92	25 00		

Including \$2 for night allowance. † Summer office. \*\* Credit for office not yet opened. ‡ Opened 1-6-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lands End.....	King's.....N.B.	15 46	25 00		
Lanes.....	Huron, W.R.....O	60 10	30 00		
Lanesville.....	Colchester.....N.S.	17 00	25 00		
Lang.....	Peterborough, E.R.....O	141 10	60 00	5 00	5 00
*Lang.....	Assa. West.....O	20 00	3 10		
Langbank.....	Bothwell.....O	60 90	36 00		
Langdon.....	Alta.....O	138 24	**57 00		5 00
Langevin.....	Dorchester.....Q	176 85	78 00		5 00
*Langevin.....	Assa. West.....O	26 16	10 41		
Langford.....	Wentworth N. & Brant.O	30 96	25 00		
Langley Prairie.....	New Westminster...B.C	150 60	68 00	†5 83	5 00
Langman.....	Simcoe, N.R.....O	37 44	25 00		
Langside.....	Bruce, W.R.....O	69 02	40 00		
Langstaff.....	York, E.R.....O	48 65	25 00		
Langvale.....	Lisgar.....M	24 75	25 00		
Lanoieville.....	Bagot.....Q	103 25	50 00		5 00
Lanoraie Station.....	Joliette.....Q	12 75	25 00		
Lansdowne.....	Carleton.....N.B.	23 23	25 00		
Lansdowne.....	Digby.....N.S.	17 50	25 00		
Lansdowne Hotel.....	Prince East.....P.E.I	231 48	¶116 00	24 00	10 00
Lansdowne Station.....	Pictou.....N.S.	179 73	64 00	9 00	5 00
L'Anse à Brillant.....	Gaspé.....Q	27 50	25 00		
L'Anse à Giles.....	L'Islet.....Q	73 00	44 00		
L'Anse à la Barbe.....	Bonaventure.....Q	65 87	**40 00		
L'Anse à la Cabane.....	Gaspé.....Q	20 00	25 00		
L'Anse à la Louise.....	Gaspé.....Q	122 62	50 00		5 00
L'Anse à Beaufils.....	Gaspé.....Q	121 50	¶56 00		
L'Anse au Foin.....	Chicoutimi & Saguenay.Q	122 75	40 00	3 00	
L'Anse à Valteau.....	Gaspé.....Q	31 93	25 00		
L'Anse St. Jean.....	Chicoutimi & Saguenay.Q	106 50	÷54 00	4 00	
Lansing.....	York, W.R.....O	111 06	36 00		
Lantz.....	Lunenburg.....N.S.	48 50	25 00		
La Petite Rivière St. François	Charlevoix.....Q	90 20	30 00		
La Plaine.....	Terrebonne.....Q	39 00	36 00		
La Présentation.....	St. Hyacinthe.....Q	128 00	68 00		5 00
Lapland.....	Lunenburg.....N.S.	24 75	25 00		
L'Archevêque.....	Richmond.....N.S.	9 25	25 00		
Larchwood.....	Nipissing.....O	292 11	141 66		13 34
Lardo.....	Yale & Cariboo.....B.C	148 00	90 00	8 00	5 00
L'Ardoise.....	Richmond.....N.S.	159 15	77 00		5 00
L'Ardoise Highlands.....	Richmond.....N.S.	=6 00			
Larkin.....	Hastings, E.R.....O	13 45	25 00		
Laroche.....	Brome.....Q	13 25	25 00		
Larochelle.....	Mégantic.....Q	15 00	25 00		
La Rochelle.....	Provencher.....M	32 19	25 00		
Larose Station.....	Argenteuil.....Q	146 82	×71 00	14 00	5 00
Larry's River.....	Guysboro'.....N.S.	121 05	50 00		5 00
L'Artifice.....	Châteauguay.....Q	34 20	25 00		
La Salette.....	Norfolk, N.R.....O	120 86	60 00		5 00
La Salle.....	Selkirk, N.R.....M	181 66	66 00	6 00	5 00
Lascelles.....	Wright.....Q	105 66	35 00		
L'Ascension.....	Montcalm.....Q	64 20	25 00		
Laskay.....	York, N.R.....O	216 25	110 00		10 00
Lasswade.....	Peterborough, E.R.....O	45 69	25 00		
Last Chance.....	Yukon.....N.W.T	81 45	\$		

\* Opened 1-2-04. † Opened 15-5-04. ¶ Including \$20 night allowance. \*\* Including \$12 night allowance.  
 allowance. † Including \$6 night allowance for summer season. ÷ Including \$12 night allowance for summer season.  
 † Including 83c. arrears. = Credits for new office not yet opened.  
 \$ Salary, &c., entered in Auditor General's Report. × Including \$20 for night allowance and \$5 arrears.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Latchford .....	Nipissing .....	O 19 00	25 00		
Laterrière .....	Chicoutimi & Saguenay. Q	74 78	30 00		
Latimer .....	Frontenac .....	O 37 25	25 00		
Lattie's Brook .....	Hants. .....	N.S. 35 80	25 00		
La Tuque .....	Champlain. ....	Q 28 64	25 00	3 00	
Launching Place .....	King's .....	P.E.I. 20 80	25 00		
Laurel .....	Argenteuil .....	Q 26 75	25 00		
Laurier .....	Huron, W.R. ....	O 65 03	28 00		
Laurier .....	Lotbinière .....	Q 98 13	50 00		5 00
Lauvina .....	Sunbury & Queen's. N.B	17 15	25 00		
Laval .....	Montmorency .....	Q 21 75	25 00		
La Vallée .....	Algoma .....	O 155 93	33 00		
Lavaltrie .....	L'Assomption. ....	Q 217 84	80 00		5 00
= Lavaltrie Station.	Joliette .....	Q 10 00	2 08		
Lavant .....	Lanark, N.R. ....	O 15 50	25 00		
Lavant Station .....	Lanark, N.R. ....	O 160 35	64 00	10 00	5 00
Lavender .....	Simcoe, S.R. ....	O 24 94	32 00		
La Verrière .....	Gaspé .....	Q 20 73	25 00		
La Visitation .....	Yamaska .....	Q 50 00	25 00		
Lawfield .....	Sunbury & Queen's. N.B	8 00	25 00		
Lawrence Station .....	Charlotte. ....	N.B. 82 75	30 00	1 75	
Lawrence Station .....	Elgin, W.R. ....	O 185 40	77 00		5 00
Lawrencetown .....	Halifax .....	N.S. 29 25	25 00		
Lawrenceville .....	Shefford .....	Q 405 18	160 00	8 00	15 00
Lawson .....	Sunbury & Queen's. N.B	23 51	25 00		
Lawson .....	Simcoe, E.R. ....	O 26 57	25 00		
Layton .....	Ontario, N.R. ....	O 64 16	30 00		
Leadbury .....	Huron, S.R. ....	O 102 26	50 00		
Leadville .....	Brome .....	Q 15 00	25 00		
Leafield .....	Peterborough, E.R. O	7 00	25 00	3 00	
Leamington .....	Cumberland. ....	N.S. 45 65	25 00		
Learned Plain .....	Compton .....	Q 43 66	25 00		
Leaside Junction .....	York, E.R. ....	O 36 14	25 00		
Leaskdale .....	Ontario, N.R. ....	O 51 00	32 00		
Leavitt .....	Alta .....	35 75	25 00		
Lebanon .....	Wellington, C.R. O	20 98	25 00		
Leblanc .....	Westmoreland .....	N.B. 30 00	25 00		
Le Blancville .....	Westmoreland .....	N.B. 3 00	25 00		
Le Bouthillier .....	Gloucester. ....	N.B. 64 88	36 00		
Le Bras .....	Beauce .....	Q 70 72	36 00		
Lebret .....	Assa. East .....	236 40	98 00		10 00
Leclair .....	Pontiac .....	Q 17 46	25 00		
Leclercville .....	Lotbinière .....	Q 136 50	64 00		5 00
Ledge .....	Charlotte. ....	N.B. 36 00	25 00		
Lee Avenue .....	York, E.R. ....	O *	*		
Leeburn .....	Algoma .....	O 26 75	25 00		
Leeds .....	Leeds, S.R. ....	O 15 00	10 41		
Leesboro' .....	Middlesex, E.R. O	47 00	28 00		
Lee Valley .....	Nipissing .....	O 37 50	25 00		
Lefaiwe's Corners .....	Simcoe, E.R. ....	O 8 00	16 66		
Legal .....	Alta .....	41 75	25 00		
Leger Brook .....	Westmoreland .....	N.B. 28 00	25 00		
Légère .....	Northumberland. N.B	24 00	25 00		
Légère Corner .....	Westmoreland .....	N.B. 40 00	36 00		
Légarville .....	Kent .....	N.B. 22 23	25 00		
Leg Lake .....	Simcoe, E.R. ....	O 27 24	25 00		
Leinster .....	Lennox .....	O 10 94	25 00		

\* For Revenue, &c., see Appendix C. under Toronto Sub-Offices, &c.  
 † Opened 1-2-04.

= Opened 1-6-04.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Leitche's Creek.....	Cap Breton.....N.S	19 00	25 00	3 00	
Leith.....	Grey, N.R.....O	104 08	52 00		5 00
Leitrim.....	Russell.....O	48 45	25 00		
Leland.....	Addington.....O	7 98	25 00		
Lemesurier.....	Mégantic.....Q	80 44	26 00		
Lemieux.....	Prescott.....O	140 94	44 00		5 00
Lemieux.....	Gaspé.....Q	46 46	28 00	3 00	
Lemonville.....	Ontario, W.R.....O	95 85	46 00		5 00
Lena.....	Lisgar.....M	15 10	25 00		
Lennox.....	Brandon.....M	17 46	25 00		
Lennox Ferry.....	Richmond.....N.S	29 71	25 00	12 00	
Leofeld.....	Sask.....	71 20	12 50		
Leonard.....	Russell.....O	84 35	35 00		
Leonardville.....	Charlotte.....N.B	80 00	40 00		
Leopold.....	Argenteuil.....Q	23 74	25 00		
Leoville.....	Prince West.....P.F.I	16 00	25 00		
Lequille.....	Annapolis.....N.S	155 00	70 00		5 00
Leroy.....	Cumberland.....N.S	17 95	25 00		
Lerwick.....	Victoria.....N.B	15 48	25 00		
Les Dalles.....	Montcalm.....Q	22 00	25 00		
Les Fonds.....	Lotbinière.....Q	88 00	40 00		
Les Grandes Bergeronnes.....	Chicoutimi & Saguenay Q	61 40	30 00		
Les Grands Déserts.....	Quebec.....Q	20 95	25 00		
Leskard.....	Durham, W.R.....O	100 00	50 00	4 00	5 00
Les Petites Bergeronnes.....	Chicoutimi & Saguenay Q	17 25	25 00		
X Les Petites Bergeronnes Ouest.....	Portneuf.....Q	9 16	10 41		
Lessard.....	Beauce.....Q	43 73	25 00		
Les Saules.....	Québec.....Q	19 75	25 00		
Lesser Slave Lake.....	Athabasca.....	66 13	25 00		
L'Etang.....	Charlotte.....N.B	102 26	44 00		
L'Etete.....	Charlotte.....N.B	83 20	34 00		
Lett.....	Renfrew, S.R.....O	41 68	25 00		
Letterkenny.....	Renfrew, S.R.....O	3 00	25 00		
Lever.....	Charlotte.....N.B	27 21	25 00		
Lewis Bay.....	Cape Breton.....N.S	18 00	25 00		
*Lewis Cove Road.....	Richmond.....N.S	11 83	20 83		
Lewisham.....	Ontario, N.R.....O	108 12	40 00		
Lewis Head.....	Shelburne & Queen's.N.S	39 71	25 00		
Lewis Mills.....	Hants.....N.S	11 50	25 00		
Lewis Mountain.....	Westmoreland.....N.B	14 98	25 00		
Lewis Mountain.....	Inverness.....N.S	14 25	25 00		
Lewiston.....	Halifax.....N.S	208 20	80 00		5 00
Lewisville.....	Alta.....	61 50	35 00	14 00	
Lewisville.....	Westmoreland.....N.B	263 30	55 00	3 00	5 00
Lexington.....	Inverness.....N.S	12 25	25 00		
Libbytown.....	Stanstead.....Q	23 75	25 00		
*Liberal.....	Alta.....	52 21	21 91		
Lidford.....	Marquette.....M	14 00	25 00		
Lidstone.....	Marquette.....M	29 20	25 00		
Lifford.....	Durham, E.R.....O	55 71	35 00		
Lillyfield.....	Selkirk.....M	14 97	25 00		
Lily.....	Cumberland.....N.S	32 71	25 00		
Lily Bay.....	Selkirk.....M	28 59	25 00		
Lily Lake.....	King's.....N.B	19 00	25 00		
Lily Lake.....	Algoma.....O	12 17	25 00		
Lily Oak.....	Grey, N.R.....O	23 17	25 00		
Lily Plain.....	Sask.....	20 95	25 00		
Lily Vale.....	Colchester.....N.S	15 42	25 00		

\* Opened 1-9-04.

† Opened 15-8-03.

‡ Opened 1-1-04.

× Opened 1-2-04.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lime Bank .....	Russell..... O	30 00	25 00		
Lime Hill .....	King's..... N.B	12 94	25 00		
Lime Hill .....	Inverness..... N.S	14 65	*37 00		
Limehouse .....	Halton..... O	101 65	50 00		5 00
Limekiln .....	York..... N.B	10 00	25 00		
Lime Lake .....	Hastings, E.R..... O	26 99	25 00		
Lime Rock .....	Pictou..... N.S	16 00	25 00		
Limestone .....	Lanark, N.R..... O	12 00	25 00		
L'Immaculée Conception .....	Bonaventure..... Q	9 00	25 00		
+Limoilou .....	Quebec East..... Q	194 86	78 00		5 60
Lincoln.....	Sunbury & Queen's..... N.B	24 67	25 00		
Lincoln.....	Queen's West..... P.E.I	19 25	25 00		
Linda .....	Compton..... Q	23 44	25 00		
Linden.....	Cumberland..... N.S	71 88	44 00		
Linden Valley .....	Victoria, S.R..... O	93 10	44 00		
Lindenwood .....	Grey, N.R..... O	15 19	25 00		
Lindsay .....	Carleton..... N.B	16 00	25 00		
Lineboro' .....	Stanstead..... Q	23 75	25 00		
Lineham .....	Alta.....	36 91	25 00		
Lingan .....	Cape Breton..... N.S	92 00	36 00		
Lingan Road .....	Cape Breton..... N.S	14 25	25 00		
Linkletter .....	Prince East..... P.E.I	24 00	25 00		
Linton .....	York, N.R..... O	32 20	25 00		
Linton's .....	Sunbury & Queen's..... N.B	29 69	25 00		
\$Lintrathen .....	Lisgar..... M	29 94	19 98		
Linwood .....	Antigonish..... N.S	58 50	30 00		
Lippentott .....	Brandon..... M	19 00	25 00		
Lisbon .....	Oxford, N.R..... O	19 00	25 00		
Lisburn .....	Bruce, W.R..... O	18 00	25 00	5 00	
Liscombe .....	Guysborough..... N.S	193 35	76 00	3 00	5 00
Liscombe Mills .....	Guysborough..... N.S	131 03	58 00	3 00	5 00
Lisgar .....	Peel..... O	54 05	25 00		
Lisgar Station .....	Drummond..... Q	186 00	70 00		5 00
L'Islet Station .....	L'Islet..... Q	90 00	56 00		5 00
Lismore .....	Pictou..... N.S	28 48	25 00		
Lisson .....	King's..... N.B	16 00	25 00		
+Litchfield .....	Annapolis..... N.S	6 00	4 16		
Little Aldouane .....	Kent..... N.B	23 00	25 00		
Little Bartibog .....	Northumberland..... N.B	8 50	25 00		
Little Bass River .....	Colchester..... N.S	108 73	36 00	3 00	
Little Beach .....	St. John..... N.B	16 96	25 00		
Little Branch .....	Northumberland..... N.B	34 00	25 00		
Little Bras d'Or (S. Side) .....	Cape Breton..... N.S	12 00	25 00		
Little Brook .....	Digby..... N.S	9 40	50 00		
Little Brook Station .....	Digby..... N.S	66 94	25 00	20 00	
Little Cape .....	Westmoreland..... N.B	40 46	25 00		
Little Dover .....	Guysborough..... N.S	16 00	25 00		
Little Forks .....	Cumberland..... N.S	62 70	26 00		
Little Forks .....	Kent..... N.B	16 75	25 00		
Little Harbour .....	King's..... P.E.I	10 20	25 00		
Little Harbour .....	Pictou..... N.S	29 69	30 00	3 00	
Little Judique .....	Inverness..... N.S	37 50	25 00	3 00	
Little Judique Ponds .....	Inverness..... N.S	8 50	25 00		
Little Lake .....	Sunbury & Queen's..... N.B	21 73	25 00		
Little Lepreaux .....	Charlotte..... N.B	53 00	25 00		
Little Lorraine .....	Cape Breton..... N.S	17 75	25 00		
Little Mabou .....	Inverness..... N.S	14 25	25 00		

† Late Hedleyville. ‡ Opened 1-5-04. § Closed 18-4-04.

\* Including \$12 night allowance.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Little Métis Station.....	Rimouski..... Q	145 76	*82 00		5 00
Little Narrows.....	Victoria..... N.S	7 98	25 00		
Little Pabos.....	Gaspé..... Q	85 30	*52 00		
Little Pierre Jacques.....	Prince West..... P.E.I	32 24	25 00		
a Little Plume.....	Assa West..... N.S	38 23	17 73		
Little Pond.....	Cape Breton..... N.S	4 00	25 00		
Little Pond.....	King's..... P.E.I	21 00	25 00		
Little Port L'Hébert.....	Shelburne & Queen's N.S	7 00	25 00	3 00	
Little Rapids.....	Algoma..... O	150 71	60 00		5 00
Little Rideau.....	Prescott..... O	59 88	30 00		
Little Ridge.....	Albert..... N.B	18 00	25 00		
Little Ridgeton.....	Charlotte..... N.B	15 00	25 00		
b Little River Chaloupe.....	Chicoutimi & Saguen'y Q	12 00	25 00		
Little River, Chéticamp.....	Inverness..... N.S	17 46	25 00		
Little River, East.....	Gaspé..... Q	115 67	†43 00		
Little River, West.....	Gaspé..... Q	84 34	*40 00		
Little River.....	Cumberland..... N.S	28 75	25 00		
Little River.....	Digby..... N.S	120 18	46 00		5 00
Little River Harbour.....	Yarmouth..... N.S	9 00	25 00		
Little Rocher.....	Albert..... N.B	50 00	25 00		
Little Sands.....	Queen's East..... P.E.I	52 50	25 00		
Little Shemogue.....	Westmoreland..... N.B	35 00	25 00		
Little Shippigan.....	Gloucester..... N.B	21 95	25 00		
Little Tignish.....	Prince West..... P.E.I	13 00	25 00		
Littlewood.....	Middlesex, S.R..... O	36 00	25 00		
Little York.....	Queen's East..... P.E.I	71 45	26 00	12 00	
Living Spring.....	Wellington, C.R..... O	29 00	25 00		
Livingstone.....	Alta.....	103 71	40 00		
Livingstone Cove.....	Antigonishe..... N.S	7 50	25 00	3 00	
Livingstone Creek.....	Algoma..... O	105 95	40 00		
c Lewelyn.....	Assa, East.....	47 00	22 92		
Lloyd.....	Lanark, N.R..... O	14 96	25 00		
d Lloydminster.....	Sask.....	677 93	199 65		20 96
Lobo.....	Middlesex, S.R..... O	136 13	70 00		5 00
Lochaber Bay.....	Labelle..... Q	71 20	28 00		
Lochaber Mines.....	Halifax..... N.S	44 75	25 00		
Lochalsh.....	Huron, W.R..... O	185 30	66 00		5 00
Loch Ban.....	Inverness..... N.S	18 98	25 00		
Loch Broom.....	Pictou..... N.S	24 73	25 00		
Lochiel.....	Glengarry..... O	160 15	82 00		5 00
Loch Katrine.....	Antigonishe..... N.S	41 50	25 00		
Lochlin.....	Victoria, N.R..... O	158 50	74 00		5 00
Loch Lomond.....	Richmond..... N.S	50 58	36 00	3 17	
Loch Lomond, West.....	Richmond..... N.S	15 00	25 00		
Loch Monar.....	Selkirk..... M	62 10	25 00	5 00	
Lochside.....	Richmond..... N.S	29 71	25 00		
Loch Winnoch.....	Renfrew, S.R..... O	29 00	25 00		
Locke Road.....	Prince East..... P.E.I	21 50	25 00		
Lockhartville.....	King's..... N.S	91 50	50 00		5 00
Lockport.....	Selkirk..... M	112 39	75 00	6 00	5 00
Locksley.....	Renfrew, N.R..... O	30 00	25 00		
Locksley Station.....	Renfrew, N.R..... O	23 91	25 00		
Lockwood.....	Selkirk..... M	27 20	25 00		
Lockton.....	Cardwell..... O	106 61	40 00		
Locust Hill.....	York, E.R..... O	158 78	60 00		5 00
Lodi.....	Cornwall & Stormont. O	51 30	25 00		
Lodore.....	Lanark, N.R..... O	8 20	25 00		

a Opened 15-10-03.

b Opened 1-1-04, winter office.

c Opened 1-8-03.

d Opened 22-7-03.

\* Including \$12 night allowance.

† Including \$10 night allowance.

|| Including 17 cts. arrears.

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## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ c.	\$ c.	\$ c.	\$ c.
Logan.....	Alta.....	46 70	25 00	11 00	
Loganville.....	Pictou..... N.S.	45 96	23 00		
Logberg.....	Assa. East.....	47 43	25 00		
Log Cabin.....	Burrard..... B.C.	109 70	**		
Logierait.....	Lambton, W.R..... O.	37 50	25 00		
Logoch.....	Marquette..... M.	12 44	25 00		
Lombardy.....	Leeds, N.R..... O.	221 25	100 00		10 00
Londonderry.....	King's..... N.B.	6 00	25 00		
Londonderry Station.....	Colchester..... N.S.	144 16	56 00		5 00
Lone Tree.....	Marquette..... M.	53 45	25 00		
Long Bay.....	Algoma..... O.	40 98	25 00	3 00	
*Long Branch.....	York, W.R..... O.	56 00	25 00		
Longburn.....	Macdonald..... M.	27 60	25 00		
Long Creek.....	Queen's West..... P.E.I.	27 00	25 00		
Long Creek.....	Sunbury & Queen's..... N.B.	27 98	25 00		
Long Island.....	King's..... N.S.	15 00	25 00		
Long Island Main.....	Cape Breton..... N.S.	13 94	25 00		
Long Lake.....	Addington..... O.	78 18	25 00		
Longlaketown.....	Assa. West.....	24 91	25 00	4 00	
Long Point.....	Inverness..... N.S.	63 19	26 00	4 00	
Long Point.....	King's..... N.B.	23 25	25 00		
Long Point.....	Leeds, S.R..... O.	34 75	25 00		
Long Point of Mingan.....	Chicoutimi & Saguenay..... Q.	46 44	26 00		
Long Reach.....	King's..... N.B.	56 19	25 00		
Long River.....	Queen's West..... P.E.I.	87 26	30 00		
Long's Cove.....	King's..... N.B.	18 41	25 00		
Long Settlement.....	Carleton..... N.B.	15 00	25 00		
Longwood.....	Middlesex, S.R..... O.	71 00	40 00		
Lonsdale.....	Hastings, E.R..... O.	165 70	70 00		5 00
Lonsdale.....	King's..... N.B.	11 75	25 00		
Loon Creek.....	Assa. West.....	64 50	25 00		
Loon Lake.....	Peterboro, E.R..... O.	16 27	25 00		
Loree.....	Grey, E.R..... O.	25 00	25 00		
Loretto.....	Cardwell..... O.	105 50	56 00	5 00	5 00
Loretto.....	Provencher..... M.	115 30	50 00		5 00
Lorimer Lake.....	Muskoka & Parry Sd. O.	17 80	25 00		
Lorlie.....	Assa. East.....	148 80	48 00		5 00
Lorne.....	Restigouche..... N.B.	10 00	25 00		
Lorne.....	Bruce, W.R..... O.	23 27	25 00		
Lorne.....	Pictou..... N.S.	38 00	25 00		
*Lorne House.....	Charlevoix..... Q.	160 00	25 00		
Lorne Park.....	Peel..... O.	144 84	55 00		5 00
Lornevale.....	Colchester..... N.S.	32 19	25 00		
Lorne Valley.....	King's..... P.E.I.	8 50	25 00		
Lorneville.....	Victoria, N.R..... O.	214 42	110 00		10 00
Lorneville.....	Cumberland..... N.S.	45 23	25 00		
Lorneville.....	St. John..... N.B.	78 65	36 00		
Lorrainville.....	Pontiac..... Q.	90 26	40 00	13 17	
Lost-River.....	Argenteuil..... Q.	110 00	50 00	4 00	
Lot 1.....	Prince West..... P.E.I.	15 50	25 00		
" 4.....	Prince West..... P.E.I.	141 75	184 00	12 00	5 00
" 6.....	Prince West..... P.E.I.	43 00	25 00		
" 8.....	Prince West..... P.E.I.	48 00	25 00		
" 10.....	Prince West..... P.E.I.	17 50	25 00		
" 11.....	Prince West..... P.E.I.	22 90	25 00		
" 12.....	Prince West..... P.E.I.	248 02	108 00		10 00
" 14.....	Prince West..... P.E.I.	39 00	25 00		

a Including \$6 night allowance.

\*\* Salary, &amp;c., entered in Auditor General's Report.

\* Summer office. † Including 17 cents arrears. ‡ Including \$20 for night allowance.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot 16.....	Prince West..... P.E.I	26 00	25 00		
" 30.....	Prince East..... P.E.I	17 50	25 00		
" 35.....	Queen's East..... P.E.I	15 00	25 00		
" 48.....	Queen's East..... P.E.I	8 50	25 00		
" 67.....	Prince East..... P.E.I	22 00	25 00		
† Lothair.....	Brandon..... M	44 26	25 00		
Lothair.....	Brandon..... M	36 66	23 00		
Lothian.....	Huron..... O	**6 00			
Lotus.....	Durham, E.R..... O	107 25	52 00		5 00
Louisa.....	Argenteuil..... Q	20 00	25 00		
Louis Creek.....	Yale & Cariboo..... B.C	20 00	25 00		
Louise.....	Grey, S.R..... O	69 82	30 00		
Louisville.....	Bothwell..... O	79 97	32 00		
Louisville.....	Pictou..... N.S	22 00	25 00		
Loulay.....	Labelle..... Q	19 82	25 00		
Lourdes.....	Mégantic..... Q	131 00	54 00		5 00
Lourdes.....	Pictou..... N.S	55 00	25 00		
Lourdes du Blanc Sablon	Chicoutimi & Saguenay Q	15 00	25 00		
Lovat.....	Bruce, W. R..... O	34 00	25 00		
Lovat.....	Pictou..... N.S	33 75	25 00		
* Lovell.....	..... Sask.	43 33	14 58		
Lovering.....	Simcoe, E.R..... O	70 72	36 00		
Lovett.....	Northumberland, E.R. O	85 86	34 00		
Lowbanks.....	Haldimand & Monck... O	171 13	82 00		5 00
Low Farm.....	Provencher..... M	263 36	162 00		15 00
Lowell.....	Albert..... N.B	6 00	25 00		
Lower Abouggoggin.....	Westmoreland..... N.B	17 00	25 00		
Lower Barney's River ..	Pictou..... N.S	59 00	30 00		
Lower Blomidon.....	King's..... N.S	30 98	25 00		
Lower Branch.....	Lunenburg..... N.S	17 98	25 00		
Lower Brighton.....	Carleton..... N.B	33 69	25 00		
Lower Burlington.....	Hants..... N.S	67 40	30 00		
Lower Caledonia.....	Guysborough..... N.S	50 25	†37 00		
Lower Cambridge.....	Sunbury & Queen's... N.B	30 75	25 00		
Lower Canard.....	King's..... N.S	107 28	40 00		
Lower Cape.....	Albert..... N.B	31 00	25 00		
Lower Caraque.....	Gloucester..... N.B	96 00	25 00		
Lower Caverhill.....	York..... N.B	26 73	25 00		
Lower Church Street.....	King's..... N.S	20 00	25 00		
Lower Cove.....	Cumberland..... N.S	107 90	30 00		
Lower Coverdale.....	Albert..... N.B	13 00	25 00		
Lower Derby.....	Northumberland..... N.B	26 18	25 00		
Lower Dumfries.....	York..... N.B	28 67	25 00		
Lower East Chezzetcook.....	Halifax..... N.S	27 75	25 00		
Lower Economy.....	Colchester..... N.S	101 19	\$60 00		5 00
Lower El Brook.....	Yarmouth..... N.S	14 00	25 00		
Lower Five Islands.....	Colchester..... N.S	63 88	†52 00	4 00	
Lower Fort Garry.....	Selkirk..... M	124 02	62 00	3 00	5 00
Lower Foster Settlement ..	Lunenburg..... N.S	49 00	25 00	3 00	
Lower Freetown.....	Prince East..... P.E.I	58 00	30 00		
Lower French Village.....	York..... N.B	23 50	25 00		
Lower Gagetown.....	Sunbury & Queen's... N.B	15 50	25 00		
Lower Granville.....	Annapolis..... N.S	242 21	84 00		5 00
Lower Greenfield.....	Carleton..... N.B	18 98	25 00		
Lower Hayneville.....	York..... N.B	24 19	25 00		
Lower Hillsdale.....	Inverness..... N.S	8 00	25 00		
Lower Ireland.....	Mégantic..... Q	57 95	32 00		

\* Opened 1-12-03. † Closed 1-1-04, late Morris. ‡ Including \$12 night allowance. § Including \$10 night allowance.  
 \*\* Credit for new office not yet opened.



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## APPENDIX D—Continued.

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lower Jordan Bay .....	Shelburne & Queen's N.S.	48 50	25 00		
Lower La Have .....	Lunenburg N.S.	46 00	25 00		
Lower Line, Queensbury .....	York N.B.	13 00	25 00		
Lower Maccan .....	Cumberland N.S.	25 12	25 00		
Lower Meagher's Grant .....	Halifax N.S.	31 75	25 00		
Lower Middle River .....	Victoria N.S.	13 00	25 00		
Lower Millstream .....	King's N.B.	88 00	40 00	5 00	
Lower Montague .....	King's P.E.I.	25 25	25 00		
Lower Mount Thom .....	Pictou N.S.	21 71	25 00		
Lower Nappan .....	Northumberland N.B.	32 31	<sup>b</sup> 27 00		
Lower Neguac .....	Northumberland N.B.	119 99	48 00		5 00
Lower Newcastle .....	Northumberland N.B.	41 00	25 00		
Lower Nicola .....	Yale & Cariboo B.C.	118 43	66 00		5 00
Lower Northfield .....	Lunenburg N.S.	9 52	25 00		
Lower Ohio .....	Shelburne & Queen's N.S.	33 73	25 00		
Lower Onslow .....	Colchester N.S.	80 06	34 00		
Lower Poqunock .....	York N.B.	16 19	25 00		
Lower Prince William .....	York N.B.	74 01	36 00		
Lower Prospect .....	Halifax N.S.	4 71	<sup>†</sup> 31 00		
Lower Queensbury .....	York N.B.	18 75	25 00		
Lower Ridge .....	King's N.B.	14 98	25 00		
Lower River Hebert .....	Cumberland N.S.	8 50	25 00		
Lower River Inhabitants .....	Richmond N.S.	45 92	32 00		
Lower Rollo Bay .....	King's P.E.I.	21 25	25 00		
Lower Sackville .....	Halifax N.S.	47 57	25 00		
Lower Salmon Creek .....	Sunbury & Queen's N.B.	24 60	25 00		
Lower Sandy Point .....	Shelburne & Queen's N.S.	41 00	25 00		
<sup>†</sup> Lower Saulnierville .....	Digby N.S.	24 15	9 40		
Lower Selmah .....	Hants N.S.	73 80	40 00		
Lower Shag Harbour .....	Shelburne & Queen's N.S.	28 10	25 00		
Lower Shinimecas .....	Cumberland N.S.	46 00	25 00		
Lower Ship Harbour .....	Halifax N.S.	45 98	25 00		
Lower Ship Harbour, est. ....	Halifax N.S.	35 70	25 00		
Lower Southampton .....	York N.B.	59 50	28 00	7 00	
Lower South-River .....	Antigonishe N.S.	38 94	25 00	3 00	
Lower St. Mary's .....	York N.B.	12 00	25 00		
Lower Turtle Creek .....	Albert N.B.	8 20	25 00		
Lower Wakefield .....	Carleton N.B.	11 00	25 00		
Lower Washabuck .....	Victoria N.S.	18 25	25 00		
*Lower Wedge .....	Yarmouth N.S.	44 75	12 50		
Lower Wentworth .....	Cumberland N.S.	41 20	25 00		
Lower West Jeddore .....	Halifax N.S.	28 45	25 00		
Lower West Pubnico .....	Yarmouth N.S.	29 79	25 00		
Lower West River .....	Antigonishe N.S.	9 00	25 00		
Lower Whitehaven .....	Guysborough N.S.	75 25	36 00		
Lower Windsor .....	Carleton N.B.	25 85	25 00		
Lower Woodstock .....	Carleton N.B.	34 43	50 00		5 00
Low Point .....	Inverness N.S.	42 25	25 00		
Lowville .....	Halton O.	144 71	60 00		5 00
Loyal .....	Huron, W. R. O.	91 75	46 00		5 00
Lozier Settlement .....	Gloucester N.B.	38 00	25 00		
Lucas .....	Marquette M.	28 98	25 00		
Lucasville .....	Lambton, W. R. O.	30 16	25 00		
Lucasville .....	Halifax N.S.	22 50	25 00		
Lucerne .....	Wright Q.	24 43	25 00		
Lucille .....	Cardwell O.	46 75	25 00		
Ludlow .....	Northumberland N.B.	75 16	28 00		
Lulu Island .....	New Westminster B.C.	38 23	36 00		

<sup>b</sup> Including \$2 special. <sup>†</sup> Including \$6 night duty allowance. \* Opened 1-1-04 <sup>†</sup> Opened 15-2-40

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lumby.....	Yale & Cariboo.....B.C	155 50	40 00	6 82	.....
Lumley.....	Perth, S.R.....O	23 73	25 00	.....	.....
Lumsden's Mills.....	Pontiac.....Q	263 31	155 00	.....	15 00
Lund.....	Burrard.....B.C	104 01	60 00	.....	5 00
Lundar.....	Selkirk.....M	59 95	25 00	.....	.....
Lungan.....	Bruce, W.R.....O	30 00	25 00	.....	.....
Luskville.....	Wright.....Q	107 25	44 00	.....	5 00
Lutes Mountain.....	Westmoreland.....N.B	66 00	25 00	.....	.....
Luton.....	Elgin, E.R.....O	51 00	26 00	.....	.....
Lyleton.....	Brandon.....M	623 97	6121 41	8 91	10 00
Lynch's Corner.....	King's.....N.B	5 00	25 00	.....	.....
Lyndale.....	King's.....P.E.I	3 00	25 00	.....	.....
Lyndon.....	Alta.....	133 84	56 00	.....	5 00
Lynn.....	Colchester.....N.S	22 54	25 00	.....	.....
Lynnfield.....	Charlotte.....N.B	41 25	25 00	.....	.....
Lynn Valley.....	Norfolk, S.R.....O	112 75	52 00	.....	5 00
Lynnville.....	Norfolk, N.R.....O	62 83	33 00	.....	.....
Lyons.....	Middlesex, E.R.....O	136 28	60 00	.....	.....
†Lyon's Brook.....	Pictou.....	249 21	106 00	.....	10 00
Lyonshall.....	Lisgar.....M	48 62	30 00	.....	.....
Lysander.....	Megantic.....Q	55 45	30 00	.....	.....
Lyttleton.....	Northumberland.....N.B	12 00	25 00	.....	.....
<b>M</b> McADAM'S LAKE.....	Cape Breton.....N.S	10 00	25 00	.....	.....
McAlpine.....	Prescott.....O	60 23	25 00	.....	.....
McArras Brook.....	Antigonishe.....N.S	17 29	25 00	.....	.....
McArthur's Mills.....	Hastings, N.R.....O	81 47	30 00	.....	.....
McAulay's.....	Victoria.....N.S	15 68	25 00	3 00	.....
McCallum's Settlement.....	Colchester.....N.S	8 20	25 00	.....	.....
McCormack.....	Inverness.....N.S	27 50	25 00	.....	.....
McCormick.....	Glengarry.....O	26 66	25 00	.....	.....
McCready.....	Middlesex, W. R.....O	31 75	25 00	.....	.....
McCreary.....	Lanark, N.R.....O	52 00	25 00	.....	.....
McCreary.....	Macdonald.....M	342 52	132 00	.....	15 00
McCrimmon.....	Glengarry.....O	122 35	46 00	.....	5 00
McDonald's Corner.....	Sunbury & Queen's.....N.B	43 38	25 00	.....	.....
McDonald Hills.....	Assa, East.....	60 74	25 00	.....	.....
McDonald's Point.....	Sunbury & Queen's.....N.B	53 00	25 00	.....	.....
McDougall.....	Renfrew, S.R.....O	41 71	25 00	.....	.....
McGarry.....	Lanark, S.R.....O	27 00	25 00	.....	.....
†McGrath Cove.....	Halifax.....N.S	8 00	6 25	.....	.....
McGrath Mountain.....	Pictou.....N.S	6 00	25 00	.....	.....
McGregor.....	Essex, S.R.....O	214 40	94 00	.....	10 00
McGuigan.....	Yale & Cariboo.....B.C	142 45	60 00	.....	5 00
McInnes.....	Middlesex, N. R.....O	45 44	26 00	.....	.....
McIntyre.....	Grey, E.R.....O	105 92	44 00	.....	.....
McIntyre's Lake.....	Richmond.....N.S	31 94	25 00	3 00	.....
McIntyre's Mountain.....	Inverness.....N.S	8 00	25 00	.....	.....
McIver.....	Bruce, N.R.....O	27 26	25 00	.....	.....
McKay's Corner.....	Cape Breton.....N.S	243 00	106 00	.....	10 00
McKee's Mills.....	Kent.....N.B	38 50	25 00	3 00	.....
§McKendrick.....	Restigouche.....N.B	7 00	10 41	.....	.....
McKenzie.....	Lisgar.....M	27 51	30 00	.....	.....
McKenzie Lake.....	Nipissing.....O	18 87	25 00	.....	.....
McKenzie's Corner.....	Carleton.....N.B	24 23	25 00	.....	.....
†McKenzieville.....	Macdonald.....M	177 34	72 25	.....	.....

§ Including \$11.41 night duty allowance. † Late Oberon. ‡ Late Logan's Tannery. § Opened 1-2-04.  
 || Opened 1-4-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
McKinlay .....	Lanark, N.R. .... O	7 00	25 00		
McKinnon's Brook .....	Inverness. .... N.S	2 50	25 00		
McKinnon's Harbour .....	Victoria. .... N.S	49 83	25 00	8 83	
McLaughlin Road .....	Kent. .... N.B	23 25	25 00		
McLean .....	Addington. .... O	32 33	25 00		
McLean .....	Assu. West	453 86	110 00	1 75	10 00
McLean .....	Kent. .... N.B	28 80	25 00		
McLeaville .....	Cape Breton. .... N.S	24 23	25 00		
McLellan's Brook .....	Pictou. .... N.S	39 45	25 00		
McLellan's Mountain .....	Pictou. .... N.S	9 00	25 00		
*McLeod .....	Richmond. .... N.S	18 50	18 75		
McLeod Mills .....	Kent. .... N.B	78 34	28 00		
McLeod's Crossing .....	Compton. .... Q	79 00	36 00		
McMillan's Corners .....	Cornwall & Stormont. O	15 90	25 00	4 00	
McNab. ....	Lincoln & Niagara. O	115 00	48 00		5 00
McNab's Cove .....	Richmond. .... N.S	15 00	25 00		
McNairn .....	Kent. .... N.B	25 00	25 00		
McNamee .....	Northumberland. .... N.B	27 00	25 00		
McNeill's Mills .....	Prince West. .... P.E.I	21 73	25 00		
McNeill's Vale .....	Victoria. .... N.S	7 96	25 00		
McNeily's .....	Annapolis. .... N.S	27 50	25 00		
McNutt's Island .....	Shelburne & Queen's. N.S	25 21	25 00		
McTaggart .....	Assa. East	25 00	2 08		
McPhail .....	Lanark, S.R. .... O	20 00	25 00		
McPhee Corner .....	Hants. .... N.S	16 56	25 00		
McPherson .....	Antigonishe. .... N.S	25 00	25 00		
McPherson's Ferry .....	Richmond. .... N.S	48 25	25 00		
McPherson's Mills .....	Pictou. .... N.S	27 75	25 00		
McQuade .....	Westmoreland. .... N.B	2 00	25 00		
McVicar .....	Bruce, N.R. .... O	43 70	30 00		
Mabee .....	Norfolk, N.R. .... O	92 02	70 00		
Mabel .....	Argenteuil. .... Q	24 75	25 00		
Mabel Lake .....	Yale & Cariboo. .... B.C	24 25	12 50		
Mabou Coal Mines .....	Inverness. .... N.S	89 89	44 00		
Mabou Harbour .....	Inverness. .... N.S	21 75	25 00		
Mabou Harbour Mouth .....	Inverness. .... N.S	11 45	25 00		
Macdonald .....	Lennox. .... O	12 00	25 00		
Macdonald .....	Macdonald. .... M	379 84	150 00	4 00	15 00
MacDougall's .....	Westmoreland. .... N.B	139 87	36 00		
MacDougall .....	Prince West. .... P.E.I	36 75	25 00		
* Macdowall .....	Sask. ....	141 72	22 92	6 42	
Mace's Bay .....	Charlotte. .... N.B	76 00	30 00		
+ Macewan. ....	Alta. ....	31 74	16 66		
Macinquac .....	York. .... N.B	17 00	25 00		
MacIntosh Mills .....	Leeds, S.R. .... O	38 12	25 00		
Mackey's Station .....	Nipissing. .... O	161 85	74 00		5 00
Mackville .....	King's. .... N.B	7 00	25 00		
MacMillan .....	Oxford, N.R. .... O	66 00	30 00		
Maeton .....	Wellington, C.R. .... O	23 75	25 00		
Macville .....	Cardwell. .... O	55 49	30 00		
Maddington Falls .....	Drummond & Arth'bk'a. Q	170 81	\$96 00		5 00
Maddock .....	Prince West. .... P.E.I	88 50	36 00		
Mader's Cove .....	Lunenburg. .... N.S	60 00	25 00		
Madford .....	Brandon. .... M	71 04	30 00		
Maferking .....	Huron, W.R. .... O	29 75	25 00		
Maferking .....	Marquette. .... M	†45 00			
Magenta .....	Rouville. .... Q	10 00	25 00		

\* Opened 1-10-03.    § Arrears, \$38 salary.    || Opened 1-1-04.    † Opened 1-11-03.    \* Opened 1-8-03.  
 †† Credit for new office not yet opened.    α Opened 1-6-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maguire.....	Middlesex, N.R.....	O 167 32	66 00		5 00
Magoon's Point.....	Stanstead.....	Q 20 00	25 00		
Magpie.....	Chicoutimi & Saguen'y.....	Q 33 09	25 00		
Magundy.....	York.....	N B 28 73	25 00		
Maidstone.....	Essex, N.R.....	O 199 80	88 00		5 00
Mailhot.....	Mégantic.....	Q 36 89	25 00		
Main River.....	Kent.....	N B 55 00	36 00		
Main Stream.....	Carleton.....	N B 21 00	25 00		
Mair's Mills.....	Simcoe, N.R.....	O 18 14	25 00		
Maitland.....	Grenville, S.R.....	O 220 87	94 00		10 00
Maitland.....	Annapolis.....	N S 92 88	46 00		
Maitland Forks.....	Lunenburg.....	N S 10 50	25 00		
Majuba Hill.....	New Westminster.....	B C 29 20	25 00		
Malaga Gold Mines.....	Shelburne & Queen's.....	N S 52 50	40 00		
Malagash Centre.....	Cumberland.....	N S 26 00	25 00		
Malagash.....	Cumberland.....	N S 15 00	25 00		
Malagash Point.....	Cumberland.....	N S 74 93	30 00		
Malagawatch.....	Inverness.....	N S 18 00	**37 00	5 00	
Malakoff.....	Carleton.....	O 110 61	80 00		5 00
Malakoff.....	Westmoreland.....	N B 5 70	25 00		
Malakwa.....	Yale & Cariboo.....	B C 82 66	36 00		
Malby.....	Assn. East.....	Q 7 00	6 25		
Mal Bay.....	Gaspé.....	Q 154 81	**92 00		5 00
Malcolm.....	Bruce, E.R.....	O 54 20	26 00		
Malignant Cove.....	Antigonish.....	N S 31 00	25 00	10 00	
Malden.....	Westmoreland.....	N B 15 50	25 00		
Malmaison.....	Missisquoi.....	Q 116 00	70 00	30 00	
Malone.....	Hastings, N.R.....	O 113 58	42 00		
Malta.....	Ontario, N.R.....	O 31 87	25 00		
Malton.....	Peel.....	O 193 40	86 00		5 00
Malvern.....	York, E.R.....	O 107 33	44 00		
Malvina.....	Compton.....	Q 82 90	36 00		
Malwood.....	Carleton.....	O 37 95	25 00		
Mamette Lake.....	Yale & Cariboo.....	B C 33 75	25 00		
Manchester.....	Ontario, S.R.....	O 189 53	84 00		5 00
Manda.....	Brandon.....	M 21 21	25 00		
Mandamin.....	Lambton, W.R.....	O 301 70	64 00		5 00
Mandan.....	Selkirk.....	M 176 19	52 00		5 00
†Mandeville.....	Muskoka & Parry Sd.....	O 13 50	11 47		
†Manfred.....	Alta.....	Q 23 00	10 41		
Manganese Mines.....	Colchester.....	N S 20 50	25 00		
Manicouagan.....	Chicoutimi & Saguen'y.....	Q 64 89	25 00		
Manion.....	Lanark, S.R.....	O 79 17	30 00	9 00	
*Manoir Richelieu.....	Charlevoix.....	Q 25 00			
Manners Sutton.....	York.....	N B 87 10	46 00		5 00
Mannheim.....	Waterloo, S.R.....	O 56 50	30 00		
Mannhurst.....	King's.....	N B 21 75	25 00		
Manotick Station.....	Russell.....	O 37 36	25 00	3 00	
Mansewood.....	Halton.....	O 69 00	34 00		
Mansfield.....	Simcoe, S.R.....	O 276 39	100 00		10 00
Mansfield.....	Cumberland.....	N S 16 10	25 00		
†Manson Creek.....	Yale & Cariboo.....	B C 12 00			
Mansonville Station.....	Brome.....	Q 249 98	124 00	11 00	10 00
Mannels.....	Northumberland.....	N B 17 48	25 00		
Manvers Station.....	Durham, E.R.....	O 112 30	48 00		5 00
Maple Green.....	Restigouche.....	N B 14 50	25 00		
Maple Grove.....	Middlesex, E.R.....	O 59 70	40 00		

α Opened 1-4-04. \*\* Including \$12 night allowance.

\*Summer office. †Re-opened 16-1-04. ‡Opened 1-2-04.

|| Credit for new office not yet opened.

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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maple Grove.....	Mégantic.....Q	129 66	40 00		
Maple Grove.....	Hants.....N.S	25 50	25 00		
Maple Hill.....	Bruce, E.R.....O	21 00	25 00		
Maple Hill.....	Mégantic.....Q	52 15	34 00		
Maplehurst.....	Carleton.....N.B	23 73	25 00		
Maple Island.....	Muskoka & Parry Sd..O	112 00	60 00	3 00	5 00
Maple Lake.....	Victoria, N.R.....O	24 64	25 00	3 00	
Maple Lake Station.....	Muskoka & Parry Sd..O	206 69	90 00		10 00
Maple Leaf.....	Compton.....Q	22 00	25 00		
Maple Leaf.....	King's.....P.E.I	13 26	25 00		
Maple Lodge.....	Middlesex, N.R.....O	52 24	25 00		
Maplemore.....	Huntingdon.....Q	24 00	25 00		
Maple Plains.....	Prince West.....P.E.I	7 50	25 00		
Maple Ridge.....	Ontario, N.R.....O	15 18	25 00		
Maple Ridge.....	Pontiac.....Q	32 73	25 00		
Maple Ridge.....	York.....N.B	15 23	25 00		
Maple Ridge.....	Antigonishe.....N.S	6 00	25 00		
Mapleton.....	Elgin, E.R.....O	81 90	40 00		
Mapleton.....	Albert.....N.B	18 00	25 00		
Mapleton.....	Cumberland.....N.S	31 71	25 00		
Maple Valley.....	Simcoe, N.R.....O	103 13	36 00		
Maple View.....	Northumberland, E.R..O	37 00	25 00		
Maple View.....	Victoria.....N.B	30 25	25 00		
Maplewood.....	Oxford, N.R.....O	76 00	44 00		
Maplewood.....	York.....N.B	21 97	25 00		
Maquapit Lake.....	Simbury & Queen's..N.B	13 00	25 00		
Mar.....	Bruce, N.R.....O	74 50	38 00	5 00	
Mara.....	Yale & Cariboo.....B.C	90 00	36 00		
Marathon.....	Lanark, N.R.....O	52 95	25 00		
Maravilla.....	Lisgar.....M	22 75	25 00		
Marburg.....	Norfolk, S.R.....O	43 00	25 00		
Marceauville.....	Bellechasse.....Q	28 95	25 00		
\$Marcelin.....	Sask.....	36 00	4 16		
March.....	Carleton.....O	30 75	25 00		
Marcil.....	Bonaventure.....Q	38 00	25 00		
Marchbank.....	King's.....N.B	6 00	25 00		
Marchhurst.....	Carleton.....O	30 13	25 00		
Marchmont.....	Simcoe, E.R.....O	52 75	30 00		
Marden.....	Wellington, S.R.....O	84 54	36 00		
Margaree Forks.....	Inverness.....N.S	135 00	†82 00	14 00	5 00
Margaree Island.....	Inverness.....N.S	4 00	25 00		
Margaret.....	Lisgar.....M	340 91	150 00		15 00
Margate.....	Prince East.....P.E.I	89 00	48 00		
Maria Capes.....	Bonaventure.....Q	74 00	40 00		
Maria de Kent.....	Kent.....N.B	8 00	25 00		
Maria East.....	Bonaventure.....Q	62 91	30 00		
Mariahilf.....	Assa, East.....	11 00	25 00		
Mario Bridge.....	King's.....P.E.I	13 50	25 00	3 00	
Marie Joseph.....	Guysborough.....N.S	142 12	54 00		5 00
Marieton.....	Assa, East.....	57 65	28 00		
Marigot.....	Lotbinière.....Q	21 97	25 00		
Marion Bridge.....	Cape Breton.....N.S	71 67	32 00	25 00	
Marion Bridge Road.....	Cape Breton.....N.S	3 00	25 00		
Maritana.....	Huntingdon.....Q	44 56	25 00		
Markerville.....	Alta.....	176 11	25 00		
Markhamville.....	King's.....N.B	42 00	25 00	3 00	
Markland.....	Selkirk.....M	32 05	25 00		
Markton.....	Inverness.....N.S	26 40	25 00		

§Opened 1-5-04. † Including \$20 night allowance.



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## APPENDIX D—Continued.

## Non-Accounting Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Marlborough.....	Assa. West	41 00	28 00		
Marlington.....	Stanstead.....Q	22 75	25 00		
Marlow.....	Beauce.....Q	52 89	30 00	20 00	
Marmion.....	Grey, N.R.....O	51 39	28 00		
Marney.....	Marquette.....M	25 00	25 00		
Marnoch.....	Huron, W.R.....O	29 51	25 00		
Marquette.....	Selkirk.....M	283 72	110 00	48 00	10 00
Marrinhurst.....	Lisgar.....M	37 55	25 00		
Marriott's Cove.....	Lunenburg.....N.S	98 94	36 00		
Marttown.....	King.....N.B	13 25	25 00		
Marsboro'.....	Compton.....Q	67 22	34 00		
Marsh.....	Pictou.....N.S	21 25	25 00		
Marsh Bridge.....	St. John.....N.B	73 50	25 00		
Marsh Brook.....	Inverness.....N.S	15 71	25 00		
Marshall's Town.....	Digby.....N.S	59 98	36 00		
Marshdale.....	Pictou.....N.S	11 00	25 00		
Marshes (West Bay).....	Inverness.....N.S	26 00	134 00		
Marshfield.....	Queen's East.....P.E.I	32 25	25 00		
aMarshland.....	Dauphin.....Man	6 00	4 16		
Mars Hill.....	Carleton.....N.B	10 20	25 00		
Marshville.....	Pictou.....N.S	30 00	25 00		
Marshy Hope.....	Pictou.....N.S	41 50	25 00	3 00	
Marsouins.....	Gaspé.....Q	28 89	25 00		
Marston.....	Norfolk, S.R.....O	15 00	25 00		
Martin.....	Queen's West.....P.E.I	19 94	25 00		
Martin's.....	Victoria.....N.B	24 25	25 00		
Martindale.....	Wright.....Q	47 71	25 00		
Martin's Lake.....	Pontiac.....Q	23 95	25 00		
Martin's Point.....	Lunenburg.....N.S	69 97	30 00		
Martin's River.....	Lunenburg.....N.S	67 00	25 00		
Martinvale.....	King's.....P.E.I	20 00	25 00		
Martock.....	Hants.....N.S	53 00	25 00		
Marvelville.....	Russell.....O	49 00	30 00		
Marvin.....	King's.....N.B	11 00	25 00		
Maryfield.....	Assa. East	29 94	25 00		
Mary Hill.....	Selkirk.....M	44 55	25 00	6 00	
Maryland.....	Pontiac.....Q	171 87	77 00	24 00	5 00
Maryvale.....	Antigonishe.....N.S	19 84	25 00	3 00	
Mascarene.....	Charlotte.....N.B	30 20	25 00		
Mascouche Rapids.....	L'Assomption.....Q	39 25	25 00		
Masham Mills.....	Wright.....Q	204 75	64 00	6 00	5 00
Maskawata.....	Brandon.....M	22 71	25 00		
Maskinonge.....	Maskinonge.....Q	30 00	25 00		
Masonville.....	Middlesex, E.R.....O	27 00	25 00		
*Massanoga.....	Addington.....O	22 11	25 00		
Massie.....	Grey, N.R.....O	117 35	54 00		5 00
Mass Town.....	Colchester.....N.S	85 42	30 00		
Mastai.....	Québec.....Q	104 23	50 00		
Mastigoche.....	Maskinonge.....Q	55 00	36 00		
Matawatchan.....	Renfrew, S.R.....O	85 09	35 00		
Matheson.....	Victoria.....N.S	9 00	25 00		
Mathieu.....	Beauce.....Q	10 00	25 00		
Matsqui.....	New Westminster.....B.C	114 33	25 00		
Mattatall Lake.....	Colchester.....N.S	18 00	25 00		
Mattie.....	Guysborough.....N.S	30 00	25 00		
Maugerville.....	Sunbury & Queen's.....N.B	125 16	58 00	10 00	5 00
Mavillette.....	Digby.....N.S	76 96	36 00		
Mawcook.....	Shefford.....Q	41 00	36 00		

a Opened 1-5-04.

b Including \$9 night allowance.

\* Summer office.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Maxwell	Carleton N.B.	62 96	25 00		
Maxwellton Station	Digby N.S.	11 98	30 00		
May Bank	Huntingdon Q.	34 73	25 00		
Mayerville	Russell O.	39 93	25 00		
Mayfair	Middlesex, W.R. O.	98 00	42 00		
Mayfield	Antigonishe N.S.	25 00	25 00		
Mayfield	Peel O.	64 37	25 00		
Mayfield	Queen's West. P.E.I.	98 01	35 00		
Maynard	Grenville, S.R. O.	40 16	25 00		
Mayton	Alta	117 79	25 00		
Mayne	Brandon M.	8 20	25 00		
Mayo	Labelle Q.	66 53	32 00		
*Mayook	Yale & Cariboo B.C.	81 16	10 41		
Maywood	Victoria B.C.	†	†		
Meadow	Albert N.B.	13 25	25 00		
Meadow Creek	Alta	71 13	40 00		
Meadow Lea	Selkirk M.	41 02	32 00	10 00	
Meadows	Charlotte N.B.	80 00	44 00	4 00	
Meadows Road	Cape Breton N.S.	14 00	25 00		
Meadowvale	Selkirk M.	9 33	25 00		
Meadowvale	Annapolis N.S.	16 00	25 00		
Meadowville Station	Pictou N.S.	148 30	62 00	12 00	5 00
Meagher's Grant	Halifax N.S.	122 58	44 00		
Meat Cove	Victoria N.S.	21 15	25 00		
Mechanic's Settlement	King's N.B.	49 00	25 00		
Mecumona	Muskoka & Parry Sd. O.	38 45	25 00	5 00	
Medford	King's N.S.	35 03	25 00		
Medina	Oxford, N.R. O.	67 73	36 00		
\$Medona	Sask	67 73	2 08		
Medora Station	Brandon M.	635 48	†212 00		20 00
Meig's Corners	Missisquoi Q.	45 96	36 00		
Meiklefield	Pictou N.S.	14 24	25 00		
Meiseners	Lunenburg N.S.	18 25	25 00		
Mekiwin	Macdonald M.	28 42	25 00		
Melancthon	Grey, E.R. O.	202 29	90 00		10 00
Melanson	King's N.S.	44 00	25 00		
Melboro'	Richmond & Wolfe Q.	41 35	25 00		
Melbourne	Macdonald M.	42 75	25 00		
Melbourne Ridge	Richmond & Wolfe Q.	62 80	36 00		
Melcombe	Leeds, S.R. O.	55 50	40 00		
Meldrum Bay	Algoma O.	107 04	68 00		5 00
Melford	Inverness N.S.	36 20	25 00	11 00	
Melgund	Wellington, N.R. O.	17 00	28 00		
Melocheville	Beauharnois Q.	52 77	40 00		
Melrose	Hastings, E.R. O.	149 34	60 00		5 00
Melrose	Guysborough N.S.	76 00	†50 00	14 00	
Melrose	Westmoreland N.B.	82 53	36 00		
Melrose	Selkirk M.	46 50	25 00		
Melton	Marquette M.	40 00	25 00		
Melville	Inverness N.S.	2 00	25 00		
Melville	Prince Edward O.	70 88	30 00		
Melville Cross	Cardwell O.	109 72	44 00		
Memel	Albert N.B.	12 25	25 00		
Memramcook East	Westmoreland N.B.	30 00	25 00		
Memramcook West	Westmoreland N.B.	187 00	82 00		5 00
**Menard Corner	St. John's & Iberville Q.	10 00	18 75		
Menardville	St. John's & Iberville Q.	18 00	25 00		

\* Opened 1-2-04.

† For Revenue, &amp;c., see Appendix C, under Victoria, B.C., sub-offices, &amp;c.

‡ Including \$16 night allowance. § Opened 1-6-04. \*\* Reopened 1-10-03. ¶ Including \$20 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Menie.....	Northumberland, E.R..	O 194 40	77 00		5 00
Menofield....	Assa. East	34 00	25 00		
+Meota.....	Sask	26 25	12 50		
Mercer.....	King's N.B.	6 00	25 00		
Mercier.....	Montmagny... Q	27 70	25 00	7 00	
Meredith.....	Charlotte N.B.	9 00	25 00		
Meridian.....	Assa. East	54 23	25 00		
Merivale.....	Carleton O	60 17	25 00		
Mermaid Farm	Queen's East... P.E.I	13 00	25 00		
Merton.....	Halton O	93 50	44 00		
+Metchosin...	Victoria B.C.	164 73	20 84		
Methven.....	Brandon M	199 33	110 00		5 00
Meteghan River	Digby N.S.	404 83	176 00		20 00
Meteghan Station	Digby N.S.	160 16	66 00		5 00
Metgermette...	Dorchester Q	30 91	25 00		
Metlakatla...	Burrard B.C.	355 09	130 00		10 00
Metropolitan	Perth, S. R. O	17 50	25 00		
Metz.....	Wellington, C.R. O	30 00	25 00		
Mewassin.....	Alta	70 80	25 00		
Meyersburg...	Northumberland, E.R. O	51 25	25 00		
Mcaville.....	Lanark, S.R. O	36 00	32 00	3 00	
Michael's Bay	Algoma O	32 90	25 00		
Michaud.....	Victoria N.B.	66 00	36 00		
Michipicoten River	Algoma O	236 88	134 00		15 00
Micksburg...	Renfrew, N.R. O	100 00	46 00		5 00
*Micmac Gold Mines	Lunenburg N.S.	49 41	20 83		
Midale.....	Assa. East	174 95	22 92		
Middle Barney's River...	Pictou N.S.	25 23	25 00		
Middleboro'	Cumberland N.S.	38 44	26 00		
Middle Beaver Bank	Halifax N.S.	21 75	25 00		
Middle Cape...	Cape Breton N.S.	25 45	25 00		
Middle Caraquet...	Gloucester N.B.	57 00	60 00		
Middle Church	Selkirk M	138 31	60 00		5 00
Middle Country Harbour	Guysborough N.S.	28 70	**35 00		
Middle Coverdale	Albert N.B.	19 00	25 00		
Middle East Pubnico...	Yarmouth N.S.	86 00	36 00		
Middlefield...	Shelburne & Queen's N.S.	40 31	25 00	11 00	
Middle Hainesville	York N.B.	17 98	25 00		
Middle La Have Ferry	Lunenburg N.S.	25 45	25 00		
Middle Manchester	Guysborough N.S.	34 21	25 00		
Middlemarch...	Elgin, W.R. O	91 15	30 00		
Middlemiss...	Middlesex, W.R. O	229 78	94 00		10 00
Middle Ohio...	Shelburne & Queen's N.S.	27 21	25 00		
Middle River...	Victoria N.S.	48 61	25 00		
Middle Sackville...	Halifax N.S.	38 74	25 00	3 00	
Middlesex...	Albert N.B.	14 00	25 00		
Middle Simonds...	Carleton N.B.	70 00	40 00		
Middle Southampton...	York N.B.	71 00	36 00		
Middleton...	Prince East P.E.I	41 75	25 00		
Middleton...	Westmoreland N.B.	20 00	25 00		
Middleton...	Antigonishe N.S.	15 00	25 00		
Middle West Pubnico...	Yarmouth N.S.	56 00	28 00		
Midford...	Muskoka & Parry Sd. O	23 00	25 00		
Miggell...	King's P.E.I	17 40	25 00		
Midgic Station...	Westmoreland N.B.	85 50	40 00	11 00	
Midhurst...	Simcoe, N.R. O	114 26	50 00		
Midland...	King N.B.	37 00	25 00		

+Reopened 1-1-04. †Reopened 1-9-03. ‡Opened 1-8-03. ¶Opened 1-9-03. \*\* Including \$10 night allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mid-Lothian.....	Muskoka & Parry Sd..O	56 56	26 00		
Midnapore.....	Alta	199 75	40 00		
Midville Branch.....	Lunenburg.....N.S	31 20	25 00		
Midway.....	Albert.....N.B	9 00	25 00		
Miguasha.....	Bonaventure.....Q	27 75	25 00		
Miguick.....	Portneuf.....Q	34 20	25 00		
Milan.....	Compton.....Q	195 85	90 00	24 00	5 00
Milburn.....	King's.....P.E.I	13 75	25 00	2 42	
Milby.....	Sherbrooke.....Q	55 89	30 00		
Miletta.....	Stanstead.....Q	32 73	25 00		
Milford.....	Prince Edward.....O	171 38	82 00		5 00
Milford.....	Annapolis.....N.S	80 90	36 00	3 00	
Milford.....	St. John.....N.B	153 00	70 00	7 00	5 00
Milford Bay.....	Simcoe, E. R.....O	141 02	48 00		5 00
†Milford Haven.....	Algoma.....O	29 50	6 25		
Milford Haven Bridge.....	Guysborough.....N.S	25 00	37 00		
Militia Point.....	Inverness.....N.S	8 00	25 00		
Milkish.....	King's.....N.B	24 25	25 00		
Millanville.....	Mégantic.....Q	23 00	25 00		
Millar's Corners.....	Grenville, N. R.....O	138 89	64 00		5 00
Millarton.....	Bruce, W. R.....O	24 98	25 00		
Millbank.....	Northumberland.....N.B	32 00	25 00		
Mill Bridge.....	Hastings, N. R.....O	138 91	74 00		5 00
Mill Brook.....	Pictou.....N.S	26 75	25 00		
Mill Brook.....	Sunbury & Queen's.....N.B	16 21	25 00		
\$Millbrook Station.....	Durham, E. R.....O	93 47	13 24		
Millbrook.....	Selkirk.....M	22 00	25 00		
Mill Cove.....	Lunenburg.....N.S	24 35	25 00		
Mill Cove.....	Sunbury & Queen's.....N.B	32 67	25 00		
Mill Cove.....	Queen's East.....P.E.I	18 92	25 00		
Mill Creek.....	Cape Breton.....N.S	12 00	25 00		
Mill Creek.....	Macdonald.....M	7 20	25 00		
Milledgeville.....	St. John.....N.B	7	4		
Miller Lake.....	Bruce, N. R.....O	72 50	40 00		
Miller's Creek.....	Hants.....N.S	98 94	44 00		
Millie Vaches.....	Chicoutimi & Saguenay Q	111 19	40 00		
Millfield.....	Mégantic.....Q	40 50	25 00	3 00	
Mill Grove.....	Wentworth, S. R.....O	165 27	75 00		5 00
Mill Haven.....	Lennox.....O	69 92	36 00		
Milliken.....	York, E. R.....O	98 39	40 00		
Millington.....	Brome.....Q	125 23	50 00	5 00	
Millington.....	Ontario, N. R.....O	30 00	25 00		
Mill River.....	Prince West.....P.E.I	107 75	50 00	18 00	5 00
†Mill River East.....	Prince West.....P.E.I	7 00	6 25		
Mill Road.....	Lunenburg.....N.S	8 00	25 00		
Mill Settlement.....	Sunbury & Queen's.....N.B	19 50	25 00		
Millstream.....	Bonaventure.....Q	71 20	30 00		
Millstream.....	King's.....N.B	126 01	56 00	9 00	5 00
Millstream.....	Vancouver.....B.C	10 00	25 00		
Millville.....	Pictou.....N.S	108 00	46 00		5 00
Milltown Cross.....	Queen's East.....P.E.I	24 00	25 00		
Millvale.....	Queen's West.....P.E.I	12 20	25 00		
Mill View.....	Queen's East.....P.E.I	89 00	44 00	18 00	5 00
Millville.....	King's.....N.S	85 44	42 00		
Millville Boularderie.....	Cape Breton.....N.S	85 72	45 00		

† Opened 1-4-04.

\$ Opened 21-12-03.

+ Opened 1-4-04.

Including \$12.00 special allowance.

† For Revenue, &amp;c., see Appendix C under St. John, (N.B.) Sub-Offices, &amp;c.

a Including \$12 night allowance.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Millward.....	Alta	54 40	36 00		
Millwood.....	Marquette.....M	219 80	85 00		5 00
cMilnerton.....	Alta	31 74	16 66		
Milne's Landing.....	Vancouver.....B.C	55 00	30 00		
Milsap.....	Addington.....O	25 00	25 00		
Milton East.....	Shefford.....Q	87 00	50 00		5 00
Milton Station.....	Queen's West.....P.E.I	38 50	25 00	3 00	
Miminegash.....	Prince West.....P.E.I	55 40	25 00		
Mimosa.....	Wellington, S.R.....O	72 00	25 00		
Minasville.....	Hants.....N.S	80 73	33 00		
Mindemoya.....	Algoma.....O	166 26	65 00		5 00
Mine Centre.....	Algoma.....O		140 00		5 00
Mine Centre Station.....	O	235 00	72 00	36 00	5 00
Mineral.....	Carleton.....N.B	18 25	25 00		
Mineral Rock.....	Cape Breton.....N.S	9 00	25 00		
Mineral Springs.....	Wentworth N. & Brant.O	40 68	25 00		
Minerve.....	Labelle.....Q	59 85	25 00		
Minnett.....	Simcoe, E.R.....O	235 12	108 00		10 00
Mineville.....	Halifax.....N.S	10 25	25 00		
Mingan.....	Chicoutimi & Saguenay.Q	15 00	25 00	5 00	
Mink Cove.....	Digby.....N.S	64 29	25 00		
Minnewakan.....	Selkirk.....M	46 36	25 00	6 00	
† Minnicoganashine.....	Simcoe, E.R.....O	27 50	30 00		
Minniehill.....	Grey, E.R.....O	52 00	25 00		
aMinnitaki.....	Algoma.....O	16 00	9 40		
Minto.....	Pictou.....N.S	21 82	25 00		
Minto.....	Hastings, N.R.....O	60 00	25 00		
Minton.....	Stanstead.....Q	19 73	25 00		
Minudie.....	Cumberland.....N.S	135 00	62 00		5 00
dMiquelon.....	Richmond & Wolfe.....Q	16 30	2 08		
Mira Gut.....	Cape Breton.....N.S	69 12	36 00	8 00	
Mirabel.....	Two Mountains.....Q	62 35	30 00		
Miranda.....	Missisquoi.....Q	12 21	25 00		
Miscou Centre.....	Gloucester.....N.B	24 75	25 00		
Miscouche.....	Prince East.....P.E.I	294 50	124 00	11 00	10 00
Miscou Harbour.....	Gloucester.....N.B	37 94	25 00	3 00	
Miscou Lighthouse.....	Gloucester.....N.B	26 08	25 00		
Misère.....	Charlevoix.....Q	38 00	31 00		
Mispec.....	St. John.....N.B	88 78	36 00		
Mississippi Station.....	Addington.....O	186 96	68 00		5 00
Mistawasis.....	Sask	62 95	25 00	7 00	
Mitchell River.....	Kings.....P.E.I	25 00	25 00		
cMitchell Bay.....	Halifax.....N.S	6 00	4 16		
Mitchell's Bay.....	Kent.....O	44 50	25 00		
Mitchell Settlement.....	Restigouche.....N.B	9 45	25 00		
Mitchell Square.....	Simcoe, E.R.....O	107 47	57 00		5 00
Mitchell Station.....	Dr'mmond & Arthab'kaQ	94 93	50 00		5 00
Mitchellville.....	Leeds, S.R.....O	39 46	25 00		
Mizonette.....	Gloucester.....N.B	32 98	25 00		
† Moberly.....	Yale & Cariboo.....B.C	32 00	18 75		
Mochelle.....	Annapolis.....N.S	50 50	25 00		
Moe's River.....	Compton.....Q	95 75	62 00		5 00
Moffat.....	Halton.....O	63 00	36 00		
Moffat.....	Assa. East	173 61	60 00		5 00
Moir.....	Hastings, N.R.....O	166 15	86 00	4 00	5 00
Moisie.....	Chicoutimi & Saguenay.Q	51 25	50 00		
Moline.....	Marquette.....M	13 00	25 00		
Molson.....	Selkirk.....M	82 95	50 00	24 00	
bMolstad.....	Alta	18 00	6 25		

† Summer office. ‡ Including \$6 night allowance. || Including special salary, \$25. d Opened 1-6-04.  
 a Opened 15-2-04. b Opened 1-4-04. ¶ Closed 1-4-04. c Opened 1-5-04. c Opened 1-11-03.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Moltke .....	Bruce E.R. .... O	35 75	25 00		
Monaghan .....	Queen's East . . . P.E.I	5 98	25 00		
Monalea .....	Argenteuil. .... Q	18 00	25 00		
Monck .....	Wellington, N.R. . O	30 00	25 00		
Monckland Station .....	Cornwall & Stormont. O	335 46	140 00		15 00
Moncrieff .....	Huron, E.R. .... O	69 81	30 00		
Moncton Road .....	Westmoreland . . . N.B		12 50		
Monetville .....	Nipissing. .... O	50 00	25 00		
Monemore .....	Hastings, E.R. .... O	6 00	25 00		
Mongennais .....	Vaudreuil . .... Q	88 98	36 00		
Mongolia .....	York, E.R. .... O	41 76	25 00		
Monk Road .....	Hastings, N.R. .... O	15 00	25 00		
Monk's Head .....	Antigonish . . . . N.S	11 98	25 00		
Mono Centre .....	Cardwell . .... O	92 39	42 00	3 00	
Monsell .....	Ontario, N.R. .... O	6 00	25 00		
Montague Gold Mines .....	Halifax . .... N.S	33 50	25 00		
Montauban .....	Portneuf. .... Q	308 64	134 00		15 00
Montcalm .....	Montcalm . .... Q	188 00	68 00		5 00
Montcerf .....	Wright. .... Q	164 70	58 00		5 00
Mont Dufresne .....	Richmond & Wolfe. . Q	3 00	25 00		
Monteagle Valley .....	Hastings, N.R. .... O	62 00	25 00		
Monte Creek .....	Yale & Cariboo. . . B.C	203 00	+108 00	28 00	10 00
Montefiore .....	Brandon. .... M	10 00	25 00		
Montfort .....	Argenteuil. .... Q	360 00	144 00		15 00
Montgomery .....	Assa, East . . . . .	32 75	25 00		
Monticello .....	King's. .... P.E.I	17 00	25 00		
Montigny .....	Labelle . .... Q	16 43	25 00		
Mont Louis .....	Gaspé . .... Q	186 86	64 00		5 00
Montmartre .....	Assa, East . . . . .	43 25	25 00		
Montmorency East .....	Montmorency . . . . Q	43 85	25 00		
Montmorency, Falls .....	Quebec . .... Q	238 73	71 00	18 00	5 00
Mont Nebo .....	Sask. ....	9 20	25 00		
Montpelier .....	Labelle . .... Q	58 31	25 00		
Montreal, River .....	Nipissing. .... O	18 00	25 00	1 67	
Montreal South .....	Chambly & Verchères. Q	53 86	25 00		
Montreal West .....	Jacques Cartier. . . Q	315 10	122 00		10 00
Montrose .....	Colchester . . . . N.S	50 40	25 00		
Montrose .....	Welland . .... O	34 25	25 00		
Montrose .....	Prince West. . . . P.E.I	77 69	48 00		5 00
Montrose .....	Macdonald. .... M	19 89	25 00		
Mont St. Hilaire .....	Rouville . .... Q	81 00	40 00		
*Moon River .....	Muskoka & Parry Sd. O	31 00	37 00		
Moonstone .....	Simcoe, E.R. .... O	278 53	112 00		10 00
Mooreburg .....	Grey, N.R. .... O	75 75	40 00	3 00	
Moore's Mills .....	Charlottesville. . . N.B	120 46	58 00	20 00	5 00
Mooreville .....	Middlesex, N.R. . . O	66 18	36 00		
Moose Brook .....	Hants . .... N.S	44 01	25 00		
Moosehead .....	Halifax . .... N.S	57 43	25 00		
Mooseland .....	Halifax . .... N.S	76 50	+42 00		
Moose Park .....	Nicolet. .... Q	100 06	44 00		
Moose River .....	Pictou. .... N.S	13 00	25 00		
Moose River .....	Cumberland . . . . N.S	23 00	25 00		
Moose River Gold Mines .....	Halifax . .... N.S	84 98	34 00		
Moran .....	Northumberland. . . N.B	12 10	25 00		
Morar .....	Antigonish. .... N.S	14 25	25 00	2 50	
Moraviantown .....	Elgin, W.R. .... O	24 00	25 00		
Moray .....	Middlesex, N.R. . . O	41 40	30 00		
Morehead .....	Pontiac . .... Q	36 75	25 00		

\* Summer office.

† Including \$12 night allowance.

‡ Including \$10 night allowance.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Morehouse.....?	Northumberland... N.B.	39 40	25 00		
Morell East.....	King's..... P.E.I.	5 00	25 00		
Morell Rear.....	King's..... P.E.I.	21 75	25 00		
Morganston.....	Northumberland, E.R.O.	213 73	90 00		10 00
Morganville.....	Digby..... N.S.	19 00	25 00		
Morigeau.....	Montmagny..... Q.	80 20	36 00		
Morin Flats.....	Argenteuil..... Q.	191 69	70 00	12 00	5 00
†Morinus.....	Simcoe, E.R..... O.	35 00	25 00		
Morinville.....	Alta.....	156 65	42 00	1 50	
Morley.....	Grey, E.R..... O.	15 00	25 00		
Morley.....	Alta.....	252 30	†130 00	9 00	5 00
Morningside.....	Alta.....	197 61	52 00	3 00	5 00
Moropauo.....	Lisgar..... M.	22 25	25 00		
Morris Island.....	Yarmouth..... N.S.	5 00	25 00		
Morrison.....	Inverness..... N.S.	13 00	25 00		
Morrison Lake.....	Simcoe, E.R..... O.	9 00	25 00		
Morristown.....	Antigonishe..... N.S.	16 00	25 00		
Morristown.....	King's..... N.S.	14 20	25 00		
Morrisville.....	Algoma..... O.	26 59	25 00		
Mortimer's Point.....	Simcoe, E.R..... O.	104 00	45 00		5 00
†Morton Park.....	York, N.R..... O.	22 50	25 00		
Morton's Corner.....	Lunenburg..... N.S.	13 00	25 00		
Morvan.....	Antigonishe..... N.S.	12 00	25 00		
Morven.....	Lennox..... O.	85 88	48 00		5 00
Mosborough.....	Wellington, S.R..... O.	81 00	44 00		
Mosgrove.....	Carleton..... O.	41 01	25 00		
Mosher's Corner.....	Annapolis..... N.S.	27 25	25 00		
Mosherville.....	Hants..... N.S.	42 00	30 00		
Moss-Glen.....	King's..... N.B.	14 96	25 00		
Mosside.....	Middlesex, W.R..... O.	85 00	28 00		
Mossley.....	Middlesex, E.R..... O.	93 50	40 00		
Mossman's Grant.....	Lunenburg..... N.S.	58 90	25 00		
Motherwell.....	Perth, S.R..... O.	124 72	60 00		5 00
Moulie's River.....	Kent..... N.B.	60 00	30 00		
Moulin Basinet.....	Joliette..... Q.	5 00	25 00		
Moulin Chaurette.....	Three Riv. & St. Maurice Q.	115 21	36 00		
Moulin Desbiens.....	Chicoutimi & Saguenay Q.	50 00	25 00		
Moulinette.....	Cornwall & Stormont... O.	271 39	150 00		15 00
Moulin Lacroix.....	Montcalm..... Q.	19 50	25 00		
*Moulin Tardif.....	Richmond & Wolfe..... Q.	41 25	18 75		
Moulin Têtu.....	Lotbinière..... Q.	27 95	25 00		
Moulton.....	Haldimand & Monck... O.	64 09	32 00		
Mountain Brook.....	Restigouche..... N.B.	9 00	25 00		
Mountain Dale.....	King's..... N.B.	16 30	25 00		
Mountain Gap.....	Marquette..... M.	10 25	25 00		
Mountain Mill.....	Alta.....	19 00	25 00		
Mountain Road.....	Pictou..... N.S.	16 73	25 00		
Mountain View.....	Prince Edward..... O.	96 20	44 00		
Mountain View.....	Alta.....	186 25	84 00		5 00
Mount Albion.....	Wentworth, S.R..... O.	24 01	25 00		
Mount Albion.....	Queen's East..... P.E.I.	57 50	30 00		
Mount Buchanan.....	Queen's East..... P.E.I.	13 50	25 00		
Mount Carmel.....	Kamouraska..... Q.	169 00	58 00		5 00
Mount Carmel.....	Prince-East..... P.E.I.	45 00	36 00		
Mount Carmel.....	Middlesex, N.R..... O.	133 39	64 00		5 00
Mount Charles.....	Peel..... O.	28 46	25 00		
Mount Chesney.....	Frontenac..... O.	41 29	25 00		
Mount Denison.....	Hants..... N.S.	80 50	33 00		
Mount Dennis.....	York, W.R..... O.	35 25	25 00		

† Summer office. \* Opened 1-10-03. † Including \$40 night allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mount Hanly.....	Annapolis..... N.S	140 00	68 00		5 00
Mount Healy.....	Haldimand & Monck... O	27 89	25 00		
Mount Hebron.....	King's..... N.B	9 45	25 00		
Mount Herbert.....	Queen's East..... P.E.I	9 00	25 00		
Mount Hope.....	Bruce, N.R..... O	29 00	25 00		
Mount Hope.....	King's..... P.E.I	14 00	25 00		
Mount Horeb.....	Victoria, S.R..... O	53 10	25 00		
Mount Irwin.....	Victoria, N.R..... O	52 06	30 00		
Mount Johnson.....	St. Johns & Iberville... Q	131 00	75 00		5 00
Mount Julien.....	Peterborough, E.R... O	109 50	26 00		
Mount Lehman.....	New Westminster... B.C	93 00	44 00		
Mount Loyal.....	Montcalm..... Q	18 50	25 00		
Mount Maple.....	Argenteuil..... Q	21 75	25 00		
Mount Middleton.....	King's..... N.B	13 00	25 00		
*Mount Murray.....	Charlevoix..... Q	62 00	25 00		
Mount Oscar.....	Vaudreuil..... Q	46 96	28 00		
Mount Pisgah.....	King's..... N.B	25 43	25 00		
Mount Pleasant.....	Prince West..... P.E.I	31 32	25 00		
Mount Pleasant.....	Cumberland..... N.S	12 85	25 00		
Mount Pleasant.....	Carleton..... N.B	60 05	25 00		
Mount Robson.....	Dorchester..... Q	9 00	25 00		
Mount Rose.....	Annapolis..... N.S	30 92	25 00		
*Mount Royal.....	Prince West..... P.E.I	11 00	6 25		
Mount Royal.....	Selkirk..... M	119 28	25 00		
Mount Royal Vale.....	Jacques Cartier..... Q	15 25	25 00		
Mount Ryan.....	Queen's East..... P.E.I	12 50	25 00		
Mount Saint Louis.....	Simcoe, E.R..... O	110 92	48 00		5 00
Mount St. Patrice.....	Renfrew, S.R..... O	146 83	88 00	3 00	10 00
Mount Salem.....	Elgin, E.R..... O	91 00	36 00		
Mountsberg.....	Wentworth, S.R..... O	61 00	25 00		
Mount Thom.....	Pictou..... N.S	27 63	25 00		
Mount Tolmie.....	Vancouver..... B.C	119 10	60 00		
Mount Vernon.....	Brant, S.R..... O	217 46	100 00		10 00
Mount Vernon.....	Queen's East..... P.E.I	10 00	25 00		
Mount View.....	Wellington, N.R..... O	14 00	25 00		
Mount View.....	Westmoreland..... N.B	11 00	25 00		
Mountville.....	Albert..... N.B	18 00	25 00		
a Mountville.....	Pictou..... N.S	10 00	20 83		
Mount Whatley.....	Westmoreland..... N.B	95 20	44 00		
Mount William.....	Pictou..... N.S	9 25	25 00		
Mount Wolf.....	Cardwell..... O	26 00	25 00		
Mount Young.....	Inverness..... N.S	12 00	25 00		
Mount Zion.....	Inverness..... N.S	12 00	25 00		
Mouth of Jemseg.....	Sunbury & Queen's. N.B	79 45	34 00		
Mouth of Keswick.....	York..... N.B	71 57	48 00		
Mouth of St. Francis.....	Victoria..... N.B	2 50	25 00		
Mowbray.....	Lisgar..... M	136 87	37 50	0 88	2 50
Mud Creek.....	Lanark, S.R..... O	25 00	25 00		
Muddy Creek.....	Prince East..... P.E.I	44 10	25 00		
Muir.....	Oxford, S.R..... O	43 00	25 00		
Muir Kirk.....	Elgin, W.R..... O	181 25	90 00		5 00
Muldoon.....	Pontiac..... Q	137 22	50 00	9 00	5 00
Mulgrave.....	Welland..... O	21 49	25 00		
Mull.....	Kent..... O	177 00	76 00	4 00	5 00
Mull River.....	Inverness..... N.S	8 00	25 00		
Mullifary.....	Middlesex, W.R..... O	23 50	25 00		
Mulmur.....	Simcoe, S.R..... O	44 00	36 00		
Mulock.....	Assa, East.....	44 16	25 00	4 00	
Mulock.....	Grey, S.R..... O	32 28	25 00		
Mulock.....	Lotbinière..... Q	64 21	25 00		

\* Opened 1-4-04. ‡ Summer office. a Closed 1-5-04.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Mundleville.....	Kent.....N.B.	37 69	25 00		
Muniac.....	Victoria.....N.B.	120 79	60 00		5 00
Munro.....	Perth, S.R.....O	46 50	32 00	5 00	
Munroe Bridge.....	Inverness.....N.S.	21 00	25 00		
Munroe Mills.....	Glengarry.....O	48 20	25 00		
Munster.....	Carleton.....O	117 96	48 00		5 00
Murchison.....	Marquette.....M	10 45	25 00		
Murchison.....	Nipissing.....O	18 25	25 00		
Murchyville.....	Halifax.....N.S.	16 40	25 00		
Murillo.....	Algoma.....O	237 15	\$120 00	8 00	10 00
Murphy.....	Grey, N. R.....O	15 00	25 00		
Murphy.....	Inverness.....N.S.	4 50	25 00		
Murray.....	Northumberland, E. R. O	183 70	84 00		5 00
Murray Corner.....	Westmoreland.....N.B.	32 08	25 00		
Murrayfield.....	Pictou.....N.S.	13 25	25 00		
Murray Harbour, North.....	Queen's East.....P.E.I.	30 23	25 00		
Murray Harbour Road.....	Queen's East.....P.E.I.	37 90	25 00		
Murray Road.....	Westmoreland.....N.B.	25 75	25 00		
Murray Valley.....	Alta.....O	43 60	25 00		
Murvale.....	Addington.....O	37 00	25 00		
Mushaboom.....	Halifax.....N.S.	23 92	35 00		
Muskoka Falls.....	Ontario, N. R.....O	44 90	25 00		
Musquash.....	St. John.....N.B.	65 50	45 50		
Musselyville.....	Bonaventure.....Q	56 12	25 00		
Mutton Bay.....	Chicoutimi & Saguenay Q	13 00	25 00		
Myer's Cave.....	Addington.....O	16 00	25 00		
Myrehall.....	Hastings, E. R.....O	11 00	25 00		
Myrtle.....	Ontario, S. R.....O	167 36	80 00		5 00
Myrtle Station.....	Ontario, S. R.....O	154 07	62 00		5 00
Mystic.....	Missisquoi.....Q	124 00	54 00		5 00
<b>NAAS HARBOUR.....</b>	<b>Burrard.....B.C.</b>	<b>67 00</b>	<b>46 00</b>		<b>5 00</b>
Nackawick.....	York.....N.B.	28 57	25 00		
Nail Pond.....	Prince West.....P.E.I.	12 00	25 00		
Nairn.....	Middlesex, N. R.....O	68 48	36 00		
Namao.....	Alta.....O	81 29	25 00		
Namur.....	Labelle.....Q	147 00	72 00		5 00
Nancy.....	Maskinongé.....Q	31 40	25 00		
Nanoose Bay.....	Vancouver.....B.C.	33 91	25 00		
Nanton.....	Alta.....O	953 39	220 00	3 63	
Nantyr.....	Simcoe, S. R.....O	117 00	36 00		
Naphan.....	Hastings, E. R.....O	22 11	25 00		
Nappan.....	Cumberland.....N.S.	18 75	25 00		
Nappan Station.....	Cumberland.....N.S.	268 35	150 00	3 00	15 00
Napperton.....	Middlesex, W. R.....O	20 85	25 00		
Narva.....	Bruce, E. R.....O	21 88	25 00		
Nashville.....	York, W. R.....O	82 03	36 00		
Nashwaak Bridge.....	York.....N.B.	112 15	50 00		5 00
Nashwaaksis.....	York.....N.B.	124 50	68 00		5 00
Nashwaak Village.....	York.....N.B.	64 62	28 00		
Nasonworth.....	York.....N.B.	22 09	25 00		
Natashquan.....	Chicoutimi & Saguenay Q	73 16	\$62 00	10 00	
Nauwigewauk.....	King.....N.B.	145 50	70 00		5 00
Navan.....	Russell.....O	239 17	114 00	5 00	10 00
Neapolis.....	Alta.....O	46 10	25 00		
Necum Teuch.....	Halifax.....N.S.	77 46	30 00		

Including \$10 night allowance.

\$ Including \$20 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
†Neelby .....	Assa. West	10 00	6 25		
Neguac .....	Northumberland .....	93 08	40 00		
Neil's Harbour .....	Victoria .....	80 72	36 00		
Neilsonville .....	Québec .....	42 00	30 00		
Nelles Corners .....	Haldimand & Monck .....	262 55	146 00	26 00	15 00
Nelson .....	Halton .....	118 67	52 00		5 00
Nelson .....	Lisgar .....	25 00	25 00		
Nelson Reserve .....	Northumberland .....	9 00	25 00		
Nenagh .....	Grey, S.R. ....	9 00	25 00		
Nerepis Station .....	King .....	104 19	30 00	5 00	
Nerissa .....	Guysboro' .....	5 00	25 00		
†Nesham .....	.....Sask	23 95	14 58		
Nestleton .....	Durham, W.R. ....	204 75	86 00		5 00
Netherby .....	Welland .....	111 88	48 00		5 00
Nettly Lake .....	Selkirk .....	26 33	25 00		
Neudorf .....	.....Assa. East	106 38	25 00		
New Acadie .....	King's .....	11 00	25 00		
New Albany .....	Annapolis .....	69 26	30 00	4 00	
New Albemni .....	Vancouver .....	144 00	52 00		5 00
New Annan .....	Prince East .....	34 12	25 00		
New Argyle .....	Queen's West .....	13 00	25 00		
Newark .....	Oxford, S.R. ....	34 82	25 00		
New Armagh .....	Lotbinière .....	49 14	30 00		
New Bandon .....	Gloucester .....	51 75	25 00		
Newbliss .....	Brockville .....	44 25	25 00		
New Boston .....	Cape Breton .....	6 00	25 00		
Newboyne .....	Leeds, S.R. ....	27 98	25 00		
Newbridge .....	Huron, E.R. ....	123 56	60 00	5 00	5 00
Newburg .....	Carleton .....	12 00	25 00		
Newburg Junction .....	Carleton .....	79 10	33 00	8 00	
Newburn .....	Lunenburg .....	17 25	25 00		
New Canaan .....	Essex, S.R. ....	164 91	77 00		5 00
New Canaan .....	Sunbury & Queen's .....	13 00	25 00		
New Canada .....	Lunenburg .....	52 50	25 00		
New Carlow .....	Hastings, N.R. ....	35 25	25 00		
Newcastle Bridge .....	Sunbury & Queen's .....	138 20	62 00		
Newcastle Creek .....	Sunbury & Queen's .....	71 70	34 00		
Newcomb .....	Lunenburg .....	24 00	25 00	8 00	
Newcomb Corner .....	Halifax .....	57 86	26 00		
New Cornwall .....	Lunenburg .....	24 75	25 00		
New Cumberland .....	Lunenburg .....	6 00	25 00		
New Denmark .....	Victoria .....	83 28	32 00		
New Dominion .....	Queen's West .....	23 50	25 00		
New Dublin .....	Brockville .....	67 00	32 00		
New Edinburgh .....	Digby .....	29 85	25 00		
Newellton .....	Shelburne & Queen's .....	84 98	30 00		
New Elm .....	Lunenburg .....	6 00	25 00		
New Erin .....	Huntingdon .....	60 00	36 00		
New Finland .....	.....Assa. East	62 58	25 00		
New Flos .....	Simcoe, N.R. ....	111 90	50 00		5 00
New France .....	Antigonishe .....	9 00	25 00		
New Gairloch .....	Pictou .....	25 73	25 00		
New Glasgow .....	Terrebonne .....	285 51	110 00		10 00
New Grafton .....	Shelburne & Queen's .....	36 75	25 00		
New Harbour .....	Guysborough .....	22 40	25 00	5 00	
New Harbour West .....	Guysboro' .....	40 25	25 00		
New Harmony .....	King's .....		25 00		
New Harris .....	Victoria .....	8 25	25 00		

† Opened 1-12-03.

‡ Opened 1-4-04.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
New Harris Forks.....	Victoria.....N.S	7 50	25 00	3 00	
New Hastings.....	Assa. East	22 25	25 00		
New Haven.....	Queen's West.....P.E.I	43 50	26 00	14 00	
New Haven.....	Victoria.....N.S	43 75	25 00		
Newholm.....	Muskoka & Parry-Sd..O	21 75	25 00		
New Hope.....	Assa. East	302 28	44 00		5 00
New Horton.....	Albert.....N.B	27 00	25 00		
New Ireland.....	Megantic.....Q	48 75	25 00		
New Ireland Road.....	Albert.....N.B	2 00	12 50		
New Jerusalem.....	Sunbury & Queen's..N.B	51 71	25 00		
New London.....	Queen's West.....P.E.I	104 94	50 00	5 00	5 00
New Lunnon.....	Alta	14 25	25 00		
Newmanville.....	Leeds, N.R.....O	12 00	25 00		
New Market.....	York.....N.B	8 98	25 00		
New Maryland.....	York.....N.B	6 00	25 00		
New Mexico.....	Compton.....Q	13 78	25 00		
New Minas.....	King's.....N.S	92 00	42 00		
New Norway.....	Alta	102 53	25 00		
New Oxley.....	Alta	29 91	40 00		
New Park.....	Durham, E.R.....O	26 73	25 00		
New Perth.....	King's.....P.E.I	50 00	36 00		
Newport.....	Brant, S.R.....O	32 00	25 00		
Newport.....	Gaspé.....Q	126 97	†72 00		5 00
Newport.....	King's.....P.E.I	21 96	25 00		
Newport Corner.....	Hants.....N.S	40 71	25 00		
Newport Point.....	Gaspé.....Q	342 38	‡150 00		10 00
Newport Station.....	Hants.....N.S	179 20	90 00	160 00	5 00
New Richmond Centre.....	Bonaventure.....Q	38 95	25 00		
*New Richmond Station.....	Bonaventure.....Q	45 00	6 25		
New River Mills.....	Charlotte.....N.B	26 75	25 00		
New Rockland.....	Richmond & Wolfe..Q	85 00	30 00		
New Ross.....	Dundas.....O	20 95	25 00		
New Ross Road.....	King's.....N.S	16 00	25 00		
Newry.....	Perth, N.R.....O	145 45	70 00		5 00
New Salem.....	Cumberland.....N.S	84 03	25 00		
New Sarum.....	Elgin, E.R.....O	128 01	64 00		5 00
New Scotland.....	Westmoreland.....N.B	11 92	25 00		
Newton.....	Prince East.....P.E.I	8 00	25 00		
Newton Brook.....	York, W.R.....O	261 10	116 00		10 00
Newton Cross.....	Queen East.....P.E.I	14 71	25 00		
Newton Mills.....	Colchester.....N.S	79 10	32 00		
Newton Robinson.....	Simcoe, S.R.....O	345 40	122 00		10 00
Newtonville.....	King's.....N.S	21 00	25 00		
New Toronto.....	York, W.R.....O	242 20	130 00		5 00
New Town.....	Guysborough.....N.S	41 98	25 00		
New Town.....	King's.....N.B	124 50	54 00	3 00	5 00
New Tusket.....	Digby.....N.S	48 75	25 00		
New Victoria.....	Cape Breton.....N.S	21 70	30 00		
Newville.....	Cumberland.....N.S	92 80	44 00		
New Wiltshire.....	Queen's West.....P.E.I	119 17	44 00	18 00	
New Yarmouth.....	Cumberland.....N.S	9 25	25 00		
New Zealand.....	King's.....P.E.I	18 00	25 00		
New Zion.....	Sunbury & Queen's..N.B	25 73	25 00		
Nichollsville.....	King.....N.S	17 25	25 00		
Nicolet Falls.....	Richmond & Wolfe..Q	87 22	36 00		
Nicolston.....	Simcoe, S.R.....O	44 00	25 00		
Nicomekl.....	New Westminster...B.C	59 20	30 00		
Nicomini.....	New Westminster...B.C	77 04	60 00		

\* Opened 1-4-04. † Including \$20 night allowance. ‡ Including \$20 night allowance. § Closed 1-1-04.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nictau.....	Victoria.....N.B	65 27	25 00		
Nictaux West.....	Annapolis.....N.S	36 63	25 00		
Nigado.....	Gloucester.....N.B	66 65	30 00		
Nile.....	Huron, W.R.....O	115 55	52 00		5 00
Nilestown.....	Middlesex, E.R.....O	112 44	60 00		
Nine Mile Creek.....	Queen's West.....P.E.I	23 44	25 00		
Nine Mile River.....	Hants.....N.S	56 51	30 00		
Nipissing.....	Muskoka & Parry Sd. O	223 82	74 00	19 00	5 00
Nipissing Junction.....	Nipissing.....O	51 63	32 00	3 00	
Nithburg.....	Oxford, N.R.....O	49 06	25 00		
Niverville.....	Provencher.....M	194 50	78 00		5 00
Nixon.....	Norfolk, N.R.....O	113 98	48 00		
Nixon.....	Albert.....N.B	17 45	25 00		
Nober.....	Norfolk, S.R.....O	96 87	44 00		
Noel Road.....	Hants.....N.S	10 00	25 00		
Noel Shore.....	Hants.....N.S	51 46	30 00		
Norborough.....	Prince East.....P.E.I	21 69	25 00		
*Norden.....	Sask.....	17 00	20 83		
Norgate.....	Macdonald.....M	33 16	25 00		
Norham.....	Northumberland, E.R. O	172 70	72 00		5 00
Normandale.....	Norfolk, S.R.....O	52 00	30 00		
Norquay.....	Lisgar.....M	35 19	25 00		
North Ainslie.....	Inverness.....N.S	21 53	25 00		
North Alton.....	King's.....N.S	13 84	25 00		
Northam.....	Prince West.....P.E.I	102 08	40 00	4 00	
Northampton.....	Carleton.....N.B	14 00	25 00		
North Beaver Bank.....	Halifax.....N.S	12 00	25 00		
North Bedeque.....	Prince East.....P.E.I	50 41	25 00		
North Branch.....	Russell.....O	10 98	25 00		
North Brook.....	Addington.....O	180 29	72 00		5 00
North Bruce.....	Bruce, W.R.....O	101 00	64 00	5 00	5 00
North Buxton.....	Kent.....O	97 85	64 00		5 00
North Carleton.....	Prince East.....P.E.I	14 70	25 00		
North Clarendon.....	Pontiac.....Q	29 05	25 00		
North Corner.....	King's.....N.S	35 23	25 00		
Northcote.....	Renfrew, S.R.....O	94 92	44 00		
North Earlton.....	Colchester.....N.S	21 75	25 00		
North East Harbour.....	Shelburne & Queen's. N.S	128 79	66 00	4 00	5 00
North East Margaree.....	Inverness.....N.S	142 88	64 00	24 00	5 00
Northern.....	Alta.....	138 57	40 00	1 25	
North Esk Boom.....	Northumberland.....N.B	12 00	25 00		
Northfield.....	Cornwall & Stormont. O	49 14	30 00		
Northfield.....	Sunbury & Queen's. N.B	19 00	25 00		
Northfield.....	Lunenburg.....N.S	49 23	26 00		
Northfield, Queen's.....	Shelburne & Queen's. N.S	18 00	25 00		
Northfield.....	Vancouver.....B.C	80 00	64 00		
Northfield Centre.....	Oxford, S.R.....O	53 75	30 00		
Northfield Farm.....	Wright.....Q	45 94	25 00		
Northfield Station.....	Cornwall & Stormont. O	89 66	25 00		
North Forks of Salmon Creek.....	Sunbury & Queen's. N.B	12 00	25 00		
North Framboise.....	Richmond.....N.S	21 75	25 00		
North Georgetown.....	Châteauguay.....Q	42 85	28 00		
North Glanford.....	Wentworth, S.R.....O	64 60	40 00		
North Grant.....	Antigonishe.....N.S	11 55	25 00		
North Greenville.....	Cumberland.....N.S	45 00	25 00		
North Gut, St. Ann's.....	Victoria.....N.S	13 50	25 00		
North Harbour, Cape North.....	Victoria.....N.S	24 20	25 00		
North Highlands.....	Inverness.....N.S	12 00	25 00		

\* Opened 1-9-03.

† Including \$12 night allowance.

‡ Including \$2 for arrears.



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## APPENDIX B—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
North Hill.....	Compton.....	Q 21 75	25 00		
North Intervale.....	Guysborough.....	N.S. 16 00	25 00		
North Kemptville.....	Yarmouth.....	N.S. 51 67	25 00		
North Keppel.....	Grey, N.R.....	O 70 38	40 00		
North Kingston.....	King's.....	N.S. 62 27	25 00	3 00	
North Lake.....	King's.....	P.E.I. 13 25	25 00		
North Lake.....	York.....	N.B. 73 18	36 00		
North Low.....	Wright.....	Q 29 69	25 00		
North Lunenburg.....	Cornwall & Stormont.....	O 92 31	25 00		
*North Mara.....	Ontario, N.R.....	O 16 50	14 58		
North Middleboro.....	Cumberland.....	N.S. 20 75	25 00		
North Milton.....	Queen's West.....	P.E.I. 16 00	25 00		
North Montague.....	Lanark, S.R.....	O 23 67	25 00		
North Mountain.....	Dundas.....	O 27 59	25 00		
North Mountain.....	King's.....	N.S. 8 00	25 00		
North Onslow.....	Pontiac.....	Q 60 50	26 00		
North Osgoode.....	Russell.....	O 26 35	25 00		
North Pelham.....	Lincoln & Niagara.....	O 128 94	66 00		5 00
North Pinnacle.....	Missisquoi.....	Q 61 00	25 00		
North Port.....	Prince Edward.....	O 195 31	70 00		5 00
North Range Corner.....	Digby.....	N.S. 62 89	32 00	5 00	
North Renous.....	Northumberland.....	N.B. 27 88	25 00		
North Rideau.....	Carleton.....	O 5 00	25 00		
North Ridge.....	Essex, S.R.....	O 82 12	40 00		
North River.....	Queen's West.....	P.E.I. 71 70	25 00	5 00	
North River.....	Colchester.....	N.S. 57 00	30 00		
North River Bridge.....	Victoria.....	N.S. 108 66	62 00	3 00	5 00
North River Centre.....	Victoria.....	N.S. 35 25	31 00		
Northrup.....	King's.....	N.B. 20 98	25 00		
North Rustico.....	Queen's East.....	P.E.I. 67 11	32 00		
North St. Eleanors.....	Prince East.....	P.E.I. 27 98	25 00		
North Saanich.....	Vancouver.....	B.C. 35 12	36 00		
North Salem.....	Hants.....	N.S. 6 00	25 00		
North Seneca.....	Haldimand & Monck.....	O 40 57	25 00		
North Seguin.....	Muskoka & Parry Sd.....	O 24 96	30 00		
North Shore.....	Cumberland.....	N.S. 7 98	25 00		
North Shore.....	Victoria.....	N.S. 21 00	25 00		
North Shore of St. Margaret Bay.....	Halifax.....	N.S. 65 48	25 00		
North Springfield.....	Annapolis.....	N.S. 75 31	34 00		
North Star.....	Yale & Cariboo.....	B.C. 113 35	28 00		
North Stanbridge.....	Missisquoi.....	Q 97 50	48 00		5 00
North Stoke.....	Richmond & Wolfe.....	Q 14 25	25 00		
North Stukely.....	Shefford.....	Q 229 75	88 00		10 00
North Sutton.....	Brome.....	Q 20 00	25 00		
North Tay.....	York.....	N.B. 26 75	25 00		
North Temiscamingue.....	Pontiac.....	Q 259 22	134 00	2 00	15 00
North Tryon.....	Prince East.....	P.E.I. 133 00	48 00		5 00
North Valley.....	Cornwall & Stormont.....	O 17 90	25 00		
Northview.....	Victoria.....	N.B. 26 79	25 00		
Northville.....	King's.....	N.S. 10 00	25 00		
North Wallace.....	Cumberland.....	N.S. 29 13	25 00		
North West.....	Lunenburg.....	N.S. 6 00	25 00		
North West Arm.....	Cape Breton.....	N.S. 23 50	25 00	10 00	
North West Bridge.....	Northumberland.....	N.B. 81 00	64 00		
North West Cove.....	Lunenburg.....	N.S. 15 75	25 00		
North West Harbour.....	Shelburne & Queen's.....	N.S. 28 50	25 00		
North Winchester.....	Dundas.....	O 56 71	25 00		
North Wolfestown.....	Richmond & Wolfe.....	Q 15 70	25 00		

\* 1-12-03.    ‡ Including \$6 night allowance.

§ Including \$6 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Northwood.....	Kent..... O	131 90	60 00		5 00
Norton Creek.....	Châteauguay..... Q	52 00	28 00		
Norton Dale.....	York..... N.B	28 59	25 00		
Nortonville.....	Peel..... O	19 64	25 00		
Norway.....	York, E.R..... O	115 00	81 00		5 00
dNorway Bay.....	Pontiac..... Q	22 25	25 00		
Norwood.....	Yarmouth..... N.S	35 00	25 00		
Norwood Grove.....	Provencher..... M	214 51	25 00		
Nosbonsing.....	Nipissing..... O	13 21	25 00		
Notch Hill.....	Yale & Cariboo..... B.C	194 88	77 00		5 00
Notre Dame.....	Kent..... N.B	122 97	56 00	5 00	5 00
† Notre Dame de Ham.....	Richmond & Wolfe..... Q	224 10	108 00		5 00
Notre Dame de l'Île Verte.....	Témiscouata..... Q	30 00	25 00		
Notre Dame de la Merci.....	Montcalm..... Q	11 00	25 00		
Notre Dame de la Paix.....	Labelle..... Q	59 94	25 00		
Notre Dame de Rimouski.....	Rimouski..... Q	123 43	60 00		5 00
Notre Dame des Bois.....	Ccmpton..... Q	206 89	72 00		5 00
Notre Dame du Lac.....	Nipissing..... Q	12 90	25 00		
Notre Dame du Pont Main.....	Labelle..... Q	18 35	25 00		
Notre Dame du Portage.....	Témiscouata..... Q	158 50	**94 00		5 00
Notre Dame du Rosaire.....	Montmagny..... Q	86 18	36 00		
Nouvelle.....	Bonaventure..... Q	169 11	82 00	2 75	5 00
(a) Nouvelle West.....	Bonaventure..... Q				
Noyan.....	Missisquoi..... Q	134 25	68 00		5 00
§ Nuttall Bush.....	Dundas..... O	6 00	2 08		
Nutty.....	Colchester..... N.S	14 00	25 00		
Nutt's Corners.....	Missisquoi..... Q	44 00	30 00		
Nyanza.....	Victoria..... N.S	67 00	††52 00		
<b>OAK BANK</b> .....	Selkirk..... M	166 97	70 00	b 3 17	5 00
Oak Bay.....	Charlotte..... N.B	158 40	††74 00	3 00	5 00
Oak Bay Mills.....	Bonaventure..... Q	112 41	46 00		5 00
Oak Bluff.....	Selkirk..... M	34 53	25 00		
Oakburn.....	Marquette..... M	35 63	25 00		
Oakdale.....	Bothwell..... O	128 75	44 00		
Oakfield.....	Halifax..... N.S	125 00	40 00		
Oak Grove.....	Renfrew, S.R..... O	104 50	48 00		5 00
Oakham.....	Sunbury & Queen's..... N.B	30 71	25 00		
Oak Hammock.....	Selkirk..... M	15 00	25 00		
Oak Heights.....	Northumberland, W.R.O	74 00	28 00		
Oakhill.....	Victoria, N.R..... O	2 98	25 00		
Oakhill.....	Charlotte..... N.B	49 75	25 00	1 75	
Oak Lake.....	Peterborough, E.R..... O	11 25	25 00		
Oakland.....	Lunenburg..... N.S	20 70	25 00		
Oakland.....	Carleton..... N.B	21 75	25 00		
Oakland.....	Macdonald..... M	76 25	25 00	2 00	
Oak Leaf.....	Leeds, S.R..... O	31 00	25 00		
Oakley.....	Assa, East.....	17 18	25 00		
Oaknook.....	Marquette..... M	17 50	25 00		
Oak Park.....	Shelburne & Queen's..... N.S	29 50	25 00		
Oak Point.....	Selkirk..... M	21 20	25 00		
Oak Ridges.....	Ontario, W.R..... O	72 71	28 00		
Oakville.....	Carleton..... N.B	21 75	25 00		
† Oates.....	Addington..... O	6 00	2 08		

d Summer office, opened 23-7-02. c Including \$33 arrears. † Late Fecteau's Mills 1-1-04. § Opened 1-6-04. †† Re-opened 1-6-04. \*\* Including \$20 summer season allowance. †† Including \$16 night allowance. †† Including \$18 for arrears. (a) Opened 1-1-04. (b) Including 17 cts. arrears.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Oban.....	Richmond.....N.S.	17 00	25 00		
Ob Oceanic.....	Burrard.....B.C.	42 10	22 91		
Ochre River.....	Marquette.....M.	435 09	178 00		20 00
O'Connell.....	Ontario, N.R.....O	40 76	25 00		
O'Connor.....	Algoma.....O	56 05	25 00		
Oconto.....	Addington.....O	36 41	25 00		
Odell.....	Middlesex, S.R.....O	80 00	32 00		
Odelltown.....	Missisquoi.....Q	27 00	25 00		
Odin.....	Colchester.....N.S.	19 75	25 00		
Ogden.....	Guyborough.....N.S.	30 85	25 00		
a Ogdensburg.....	Argenteuil.....Q	23 33	14 88		
Ogilvie.....	King's.....N.S.	6 00	25 00		
Ogilvie's.....	King's.....N.B.	18 50	25 00		
Ogilvie Station.....	Macdonald.....M	106 34	34 00		
Ohio.....	Antigonishe.....N.S.	17 00	25 00		
Ohlen.....	Assa. East.....	161 09	40 00		
Ojibwa.....	Essex, N.R.....O	96 00	48 00		5 00
Oka.....	Two Mountains.....Q	220 43	90 00	22 00	10 00
Okanagon.....	Yale & Cariboo.....B.C.	40 00	25 00		
Okanagon Falls.....	Yale & Cariboo.....B.C.	93 06	40 00		
Okanagon Landing.....	Yale & Cariboo.....B.C.	159 10	76 00		5 00
Okanagon Mission.....	Yale & Cariboo.....B.C.	151 00	65 00		5 00
Olalla.....	Yale & Cariboo.....B.C.	122 22	40 00		
Oldcastle.....	Essex, N.R.....O	24 44	25 00		
Old Chelsea.....	Wright.....Q	113 84	50 00		5 00
Oldham.....	Halifax.....N.S.	100 68	50 00		5 00
Old Lake Road.....	Temiscouata.....Q	80 20	38 00		
O'Leary Road.....	Prince West.....P.E.I.	11 00	25 00		
Olinville.....	Sunbury & Queen's.....N.B.	18 48	25 00		
Oliphant.....	Bruce, N.R.....O	38 20	25 00		
Olive.....	Macdonald.....M	26 15	25 00		
Oliver.....	Oxford, E.R.....O	33 00	25 00		
Oliver.....	Stanstead.....Q	108 21	48 00		5 00
Oliver.....	Colchester.....N.S.	27 50	25 00		
Oliver's Ferry.....	Lanark, S.R.....O	56 94	28 00	5 00	
Olivet.....	Wellington, N.R.....O	138 91	60 00		5 00
Olscamp.....	Champlain.....Q		25 00		
Ompah.....	Addington.....O	114 31	70 00		
Oneida.....	Haldimand & Monck.....O	21 00	25 00		
O'Neil.....	Westmoreland.....N.B.	15 25	25 00		
O'Neil's Corners.....	Huntingdon.....Q	18 00	25 00		
Onion Lake.....	Sask.....	90 79	45 00		5 00
§ Onoway.....	Alta.....	10 00	4 16		
Onslow Mountain.....	Colchester.....N.S.	5 98	25 00		
Onslow Station.....	Colchester.....N.S.	137 52	52 00		5 00
Opawaka.....	Lisgar.....M	10 00	25 00		
Openican.....	Pontiac.....Q	26 69	25 00		
Ophir.....	Algoma.....O	52 00	40 00	3 00	
Orange Ridge.....	Macdonald.....M	62 65	25 00		
Orange Valley.....	Muskoka & Parry Sd.....O	12 00	25 00		
Oranmore.....	Muskoka & Parry Sd.....O	13 50	3 46		
Oregon Glen.....	Victoria.....N.S.	5 00	25 00		
Orchard.....	Grey, S.R.....O	76 50	48 00		5 00
† Orchard Beach.....	York, N.R.....O	64 65	25 00		
Oriel.....	Oxford, S.R.....O	35 00	25 00		
* Orient.....	Russell.....O	56 86	14 88		
Orkney.....	Wentworth N. & Brant.....O	83 00	44 00		

b Opened 1-8-03.

a Opened 1-12-03

\* Opened 1-12-03.

§ Opened 1-5-04.

|| Re-opened 13-5-04.

† Summer office.



APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Orland.....	Northumberland, E.R..	O 99 46	36 00		
Orleans.....	Russell.....	O 184 77	70 00	7 00	5 00
Ormond.....	Dundas.....	O 195 11	80 00		5 00
Ormsby.....	Hastings, N.R.....	O 180 70	80 00	3 00	5 00
Ormstown Station.....	Châteauguay.....	Q 137 00	70 00		5 00
Oro Station.....	Simcoe, E.R.....	O 141 50	58 00		5 00
Orr Lake.....	Simcoe, E.R.....	O 77 05	28 00		
Orrwold.....	Marquette.....	M 55 86	25 00		
Orton.....	Wellington, C.R.....	O 233 55	94 00	c11 00	10 00
Ortonville.....	Victoria.....	N.B 33 02	25 00		
Orwell.....	Queen's East.....	P.E.I 116 86	90 00	36 00	5 00
Orwell Cove.....	Queen's East.....	P.E.I 54 73	25 00		
Osaca.....	Durham, E.R.....	O 24 00	25 00		
aOsage.....	Assa. East.....	13 87	14 58		
bOsborne.....	Lambton, W.R.....	O 49 00	29 16		
Osler.....	Sask.....	462 67	140 00	3 00	15 00
Osman.....	Middlesex, W.R.....	O 37 25	25 00		
Orford Centre.....	Sherbrooke.....	Q 5 00	2 08		
Oso Station.....	Addington.....	O 70 75	40 00		
Ospringle.....	Wellington, S.R.....	O 217 94	90 00		5 00
*Ossa.....	Assa. East.....	23 00	16 66		
Ossian.....	Lambton, W.R.....	O 19 00	25 00		
Ostoboning.....	Pontiac.....	Q 150 00	62 00		5 00
Ostrander.....	Norfolk, N.R.....	O 80 00	44 00		
Ostrea Lake.....	Halifax.....	N.S 24 67	25 00		
O'Sullivan's Corners.....	York, E.R.....	O 86 16	44 00		
Oswald.....	Selkirk.....	M 74 40	44 00		5 00
Otis.....	Chicoutimi & Saguenay	Q 11 45	25 00		
†Ottawa Brook.....	Victoria.....	N.S 14 25	22 92		
Ottawa West.....	Carleton.....	O 30 89	25 00		
Otter.....	New Westminster.....	B.C 31 59	25 00		
Otter Brook.....	Colchester.....	N.S 66 17	32 00		
Otter Creek.....	Hastings, E.R.....	O 14 94	25 00		
Otterburne.....	Provencher.....	M 118 55	70 00	14 00	5 00
Otter Lake.....	Pontiac.....	Q 390 79	158 00	28 00	15 00
Otter Point.....	Vancouver.....	B.C 22 77	25 00		
Ottertail.....	Yale & Cariboo.....	B.C 38 25	25 00		
Otthon.....	Assa. East.....	20 00	25 00		
Otto.....	Selkirk.....	M 49 29	25 00		
Ouatchouan.....	Chicoutimi & Saguenay	Q 110 80	42 00		
†Ouimet.....	Algoma.....	O 8 50			
Oungah.....	Kent.....	O 42 00	30 00		
Oustic.....	Wellington, S.R.....	O 68 00	44 00		
Outlet.....	Leeds, S.R.....	O 30 73	25 00		
Outram.....	Annapolis.....	N.S 23 50	25 00		
Outremont.....	Jacques Cartier.....	Q 134 25	58 00		5 00
Outremont Junction.....	Jacques Cartier.....	Q 210 50	47 00		
Ouvry.....	Kent.....	O 83 78	44 00		
Overstone.....	Provencher.....	M 77 30	25 00		
Overton.....	Lennox.....	O 32 50	25 00		
Overton.....	Yarmouth.....	N.S 27 50	25 00		
Owl's Head Harbour.....	Halifax.....	N.S 64 25	25 00		
Oxbow.....	Victoria.....	N.B 20 83	25 00		
Oxenden.....	Grey, N.R.....	O 108 64	56 00	5 00	5 00
Oxford Centre.....	Oxford, S.R.....	O 42 00	4 16		
Oxford Junction.....	Cumberland.....	N.S 154 00	52 00		5 00

a Opened 1-12-03. b Re-opened 1-12-03. c Including \$4 arrears for forward allowance. † Opened 1-8-03. \* Opened 1-11-03. || Closed temporarily 31-12-03; opened 1-5-04. § Opened 1-6-04. ¶ Credit or new office not yet opened.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Oxford Station.....	Grenville, N.R.....	O 68 78	32 00		
Oxley.....	Essex, S.R.....	O 119 35	50 00		5 00
Oxmead.....	Grey, E.R.....	O 35 50	25 00		
Oyster Bed Bridge.....	Queen's East.....	P.E.I 48 94	25 00		
Oyster Ponds.....	Guysborough.....	N.S 28 73	25 00		
<b>PAINCHAUD.</b> .....	Mégantic.....	Q 10 00	25 00		
Painsec.....	Westmoreland.....	N.B 15 00	25 00		
Painswick.....	Simcoe, S.R.....	O 111 00	48 00		5 00
Pakan.....	Alta.....	123 58	32 00		
Palmer Rapids.....	Renfrew, S.R.....	O 116 69	42 00		
Palmer Road.....	Prince West.....	P.E.I 19 36	25 00		
Panet.....	Montmagny.....	Q 12 50	25 00		
Panmure.....	Lanark, N.R.....	O 59 00	44 00		
Paquette Station.....	Essex, N.R.....	O 38 29	25 00		
Paquetville.....	Gloucester.....	N.B 36 78	25 00		
Paradis.....	Lotbinière.....	Q 18 00	12 50		
Parc Lafontaine (sub).....	Maisonneuve.....	Q c			
Parc Laval.....	Laval.....	Q 40 30	26 00		
Paré.....	Portneuf.....	Q 83 00	44 00		
Parents.....	Victoria.....	N.B 55 15	25 00		
Parham.....	Addington.....	O 207 32	94 00	9 00	10 00
Parisville.....	Lotbinière.....	Q 72 02	38 00		
+ Park.....	Sask.....	30 82	25 00	3 15	
Park Avenue (sub office).....	St. Lawrence.....	Q \$			
Parkbeg.....	Assa. West.....	74 02	30 00		
Park Corner.....	Queen's West.....	P.E.I 39 25	25 00		
Parkdale.....	Lunenburg.....	N.S 41 86	25 00		
Parkdale.....	Selkirk.....	M 29 32	25 00		
Parker.....	Wellington, C.R.....	O 116 85	60 00		5 00
Parker Road.....	King's.....	N.S 5 50	25 00		
Parker's Cove.....	Annapolis.....	N.S 34 25	25 00		
Parker's Ridge.....	York.....	N.B 20 75	25 00		
Park Head.....	Bruce, N.R.....	O 131 78	72 00		5 00
Parkhouse.....	Hastings, E.R.....	O 34 00	25 00		
Parkhurst.....	Lotbinière.....	Q 61 62	28 00	22 00	
Parkin.....	Assa. East.....	11 79	25 00		
Parkindale.....	Albert.....	N.B 15 00	25 00		
Parkinson.....	Algoma.....	O 17 70	25 00		
Park's Creek.....	Lunenburg.....	N.S 103 03	33 00		
Parksville.....	Vancouver.....	B.C 52 94	30 00	5 00	
Parlee Settlement.....	King's.....	N.B 12 73	25 00		
Parma.....	Lennox.....	O 70 40	30 00	7 00	
Parrsboro' Shore.....	Cumberland.....	N.S 34 50	25 00		
Passekeag.....	King's.....	N.B 53 76	25 00		
Pasqua.....	Assa. West.....	153 79	44 00	4 00	
Paterson.....	Yale & Cariboo.....	B.C 47 10	36 00		
+ Patience.....	Alta.....	22 23	16 66		
Patterson Settlement.....	Sunbury & Queen's.....	N.B 17 44	25 00		
Paudash.....	Peterboro', E.R.....	O 9 16	25 00		
Pauline.....	Rouville.....	Q 74 00	40 00		
Pavilion.....	Yale & Cariboo.....	B.C 86 43	50 00		
Payne Settlement.....	Victoria.....	N.B 22 00	25 00		
Peabody.....	Grey, N.R.....	O 43 00	30 00		
Peake Station.....	King's.....	P.E.I 151 00	60 00	12 00	5 00

b Opened 1-1-04. c For Revenue, &c., see Appendix C, under Montreal Sub-Offices, &c. + Opened 15-10-03. § Opened 1-11-03. § For Revenue, &c., see Appendix C under Montreal Sub-Offices, &c.

SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pearceley.....	Muskoka & Parry Sd. . . O	25 00	25 00		
Pearceton.....	Missisquoi. . . . . Q	51 50	30 00		
Peardonville.....	New Westminster. . . B.C	17 20	25 00		
Pearl Lake.....	Quebec. . . . . Q	56 45	25 00		
Pearsonville.....	King's. . . . . N.B	14 00	25 00		
Peas Brook.....	Guysborough. . . N.S	23 25	a 31 00		
Peebles.....	Oxford, S.R. . . . O	19 94	25 00		
Peel.....	Carleton. . . . . N.B	163 70	62 00	32 00	5 00
Peepabun.....	Wellington, N.R. . . O	8 00	25 00		
Pefferlaw.....	York, N.R. . . . . O	147 70	56 00		5 00
Peggy's Cove.....	Halifax. . . . . N.S	22 50	25 00		
Peguis.....	Selkirk. . . . . M	45 00	25 00	12 00	
Pekisko.....	Alta. . . . .	81 43	50 00		
Pelée Island, South.....	Essex, S.R. . . . . O	40 00	28 00		
Pelham Centre.....	Lincoln & Niagara. . . O	224 50	110 00		10 00
Pelham Union.....	Lincoln & Niagara. . . O	21 00	25 00		
Pelletier Mills.....	Victoria. . . . . N.B	57 65	25 00		
Pelly.....	Yukon District	32 20	b		
Pembroke.....	Hants. . . . . N.S	82 00	26 00		
Pembroke.....	Carleton. . . . . N.B	5 00	25 00		
Pembroke Shore.....	Yarmouth. . . . . N.S	36 50	25 00		
° Pemberton Meadows.....	Yale & Cariboo. . . B.C	15 00	5 28		
Penasa.....	Lisgar. . . . . M	16 08	25 00		
Pendennis.....	Brandon. . . . . M	65 50	25 00		
Pender Island.....	Vancouver. . . . B.C	87 43	30 00		
Penhold.....	Alta. . . . .	473 49	144 00	22 00	15 00
Peniac.....	York. . . . . N.B	52 65	25 00		
Peninsula Gaspé.....	Gaspé. . . . . Q	85 53	60 00		
§ Peninsular Park.....	Simcoe, S.R. . . . O	5 00	25 00		
Pennant.....	Halifax. . . . . N.S	8 50	+ 31 00		
Pennfield.....	Charlotte. . . . . N.B	61 00	30 00		
Pennfield Centre.....	Charlotte. . . . . N.B	45 35	32 00		
Pennfield Ridge.....	Charlotte. . . . . N.B	90 00	44 00	+ 56 00	5 00
Penrith.....	Brandon. . . . . M	18 13	25 00		
+ Penryn.....	Northumberland, E.R. O	18 00	16 66		
Pense.....	Assa. West	787 55	236 00	16 00	15 00
Pentecost River.....	Chicoutimi & Saguenay. Q	91 73	28 00	3 00	
Penticton.....	Yale & Cariboo. . . B.C	386 13	¶ 246 00	156 00	25 00
Pentland.....	Wellington, C.R. . . O	8 00	25 00		
Penville.....	Simcoe, S.R. . . . O	63 42	30 00		
Perch Station.....	Lambton, W.R. . . . O	20 23	25 00		
Percival.....	Assa. East	87 32	28 00		
Percy.....	Assa. East	36 00	96 00	10 00	
Peribonca.....	Chicoutimi & Saguenay. Q	101 00	28 00		
Perivale.....	Algoma. . . . . O	22 25	25 00		
Perkins.....	Wright. . . . . Q	175 63	70 00		5 00
Perley.....	Assa. East	19 95	25 00		
Perley Depot.....	Pontiac. . . . . Q	91 20	33 00		
Perrn.....	Simcoe, S.R. . . . O	76 50	50 00		5 00
Perrault.....	Renfrew, S.R. . . . O	18 98	25 00		
Perretton.....	Renfrew, N.R. . . . O	21 75	25 00		
Perott Settlement.....	Annapolis. . . . . N.S	7 00	25 00		
Perryboro'.....	Compton. . . . . Q	38 62	25 00		
Perry Settlement.....	King's. . . . . N.B	5 00	25 00		
Perry Station.....	Haldimand & Monck. . O	131 40	40 00		
Perry's Point.....	King's. . . . . N.B	89 13	46 00		5 00

° Opened 15-4-04. b Salary, &c., entered in Auditor General's Report. a Including \$6 night duty.  
 § Summer office. + Opened 1-11-03. + Including \$6 night allowance. ¶ Including \$20 night allowance.  
 ÷ Including \$10 arrears forward allowance.



## APPENDIX D—Continued.

## NOX-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Perrytown .....	Durham, E.R. .... O	57 19	30 00		
Perryville .....	Sunbury & Queen's.. N.B	18 50	25 00		
Perth Road .....	Addington .....	163 90	62 00	5 00	5 00
Perthuis .....	Portneuf .....	40 20	30 00		
Petawawa .....	Renfrew, N.R. .... O	102 34	26 00		
Peter's Brook .....	Victoria .....	14 00	25 00		
Petersburg .....	Waterloo, S.R. .... O	200 10	90 00	64 00	5 00
Peter's Mills .....	Kent .....	11 00	25 00		
Peterson's Corners .....	Victoria, N.R. .... O	6 00	25 00		
Peter's Road .....	Queen's East .....	114 24	48 00		
Petersville .....	Sunbury & Queen's.. N.B	27 49	25 00		
Petersville Church .....	Sunbury & Queen's.. N.B	33 73	25 00		
Peterville .....	Prince West .....	9 00	25 00		
Petherton .....	Wellington, N.R. .... O	77 45	40 00		
Petit Bonaventure .....	Bonaventure .....	45 40	25 00		
Petit Brûlé .....	Two Mountains .....	47 75	25 00		
Petit Cap .....	Gaspé .....	20 45	37 00		
Petite Cote Ste. Rose .....	Laval .....	45 00			
Petite de Grat Bridge .....	Richmond .....	46 00	25 00		
Petite Lamèque .....	Gloucester .....	49 65	25 00		
Petite Magdeleine .....	Gaspé .....	49 65	25 00		
Petite Mascouche .....	Terrebonne .....	30 95	25 00		
Petite Matane .....	Rimouski .....	145 65	74 00		5 00
Petite Peribonca .....	Chicoutimi & Saguenay.. Q	59 40	26 00	5 50	
Petite Rivière .....	Two Mountains .....	37 00	25 00		
Petite Rivière au Renard .....	Gaspé .....	14 86	25 00		
d Petite Rivière aux Sables .....	Chicoutimi & Saguenay.. Q	6 00	4 16		
Petite Rivière Bridge .....	Lunenburg .....	337 05	120 00	3 00	10 00
Petit Saguenay .....	Chicoutimi & Saguenay.. Q	8 20	25 00	3 00	
Petite Vallée .....	Gaspé .....	20 93	25 00		
Petit Village .....	Beauce .....	72 16	30 00		
Petits Méchins .....	Rimouski .....	32 00	31 00		
Petpeswick Harbour .....	Halifax .....	21 48	25 00		
Petrel .....	Macdonald .....	85 25	40 00	5 25	
Pettapiece .....	Marquette .....	186 88	64 00	1 00	5 00
Pettigrew Settlement .....	Cumberland .....	47 25	25 00		
Petworth .....	Addington .....	36 73	25 00		
Pevensey .....	Muskoka & Parry Sd. O	20 11	25 00		
Peveil .....	Vaudreuil .....	62 58	30 00		
Pheasant Forks .....	Assa, East .....	303 98	80 00		5 00
Phillips .....	Yale & Caribou .....	1 37	13 33		
Phillipsburg West .....	Waterloo, S.R. .... O	138 42	62 00		5 00
Phillipston .....	Hastings, E. R. .... O	11 75	25 00		
+Piastre Bay .....	Chicoutimi & Saguenay.. Q	6 00	25 00		
Piccadilly .....	King's .....	5 00	25 00		
Pictou Island .....	Pictou .....	35 11	25 00		
Pictou Landing .....	Pictou .....	142 60	52 00	3 00	5 00
Pictou Road .....	Guysborough .....	26 75	25 00		
Pidgeon .....	Mégantic .....	8 20	25 00		
Piedmont .....	Terrebonne .....	85 00	32 00		
Piedmont Valley .....	Pictou .....	41 21	25 00		
Pierreville Mills .....	Yamaska .....	204 25	86 00		5 00
Pierston .....	King's .....	21 43	25 00		
Pigeon Bluff .....	Selkirk .....	8 00	25 00		
Pigeon Hill .....	Gloucester .....	19 25	25 00		
Pigeon Hill .....	Missisquoi .....	69 34	30 00		
Pigeon Lake .....	Selkirk .....	67 11	40 00		

aa Including \$12 night allowance. c Including \$12 night allowance. d Including \$2 night allowance.  
 a Opened 1-5-04. + 1-11-03, winter office. ‡ Closed 1-11-03. § Including \$6 night allowance.  
 a Credit for new office not yet opened.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pike Bay.....	Bruce, N.R.....	O 72 51	30 00		
Pike Creek.....	Essex, N.R.....	O 17 75	25 00		
Pike River.....	Missisquoi.....	Q 120 70	45 00		5 00
Pilot Butte.....	Assa. West.....	O 85 90	18 75		
Pincourt.....	Terrebonne.....	Q 21 00	25 00		
Pine.....	Nipissing.....	O 18 50	6 25		
Pine Dale.....	Ontario, N.R.....	O 31 75	25 00		
Pine Grove.....	York, W.R.....	O 85 98	36 00		
Pine Hill.....	Argenteuil.....	Q 45 13	25 00	1 75	
Pinehurst.....	Kent.....	O 18 20	25 00		
Pine Lake.....	Alta.....	165 50	62 00		5 00
Pinelands.....	Simcoe.....	O 210 00			
Pine Orchard.....	Ontario, W.R.....	O 57 00	28 00		
Pine Ridge.....	Kent.....	N.B. 52 55	30 00	5 00	
Pine Ridge.....	Selkirk.....	M 5 00	25 00		
Pine River.....	Bruce, W.R.....	O 90 10	40 00		
Pinette.....	Queen's East.....	P.E.I. 30 25	25 00		
Pine Tree.....	Pictou.....	N.S. 22 14	25 00		
Pinevale.....	Antigonishe.....	N.S. 6 20	25 00		
Pine Valley.....	Renfrew, N.R.....	O 38 83	25 00		
Pine Valley.....	Provencher.....	M 102 13	33 00		
Pine Wood.....	Algoma.....	O 266 25	72 00		5 00
Pinkney's Point.....	Yarmouth.....	N.S. 23 25	25 00		
Pintendre.....	Lévis.....	Q 44 95	25 00		
Pioneer.....	Carleton.....	N.B. 21 23	25 00		
Piopolis.....	Compton.....	Q 94 12	650 00	7 00	
Piper Glen.....	Inverness.....	N.S. 21 70	25 00		
Piper's Cove.....	Cape Breton.....	N.S. 8 00	25 00		
Piperville.....	Russell.....	O 48 52	25 00		
Pisquid.....	Queen's East.....	P.E.I. 16 79	25 00		
Pitcher's Farm.....	Antigonishe.....	N.S. 15 00	25 00		
Pitt's Ferry.....	Frontenac.....	O 24 08	25 00		
Pittston.....	Grenville, S.R.....	O 163 07	56 00		5 00
Piusville.....	Prince West.....	P.E.I. 16 00	25 00		
Piusville Station.....	Prince West.....	P.E.I. 49 00	25 00	3 00	
Plainfield.....	Hastings, E.R.....	O 115 21	66 00		5 00
Plainfield.....	Pictou.....	N.S. 28 26	25 00		
Plain View.....	Assa. West.....	O 15 00	6 25		
Plainville.....	Northumberland, W.R.O.	O 113 14	48 00		
Plaisance.....	Labelle.....	Q 135 00	52 00		5 00
Plaister Mines.....	Victoria.....	N.S. 9 00	25 00		
Plamondon's Mills.....	Richmond & Wolfe.....	Q 59 60	25 00		
Plantagenet Springs.....	Prescott.....	O 162 45	192 00		5 00
*Plateau.....	Assa. East.....	O 48 06	20 83		
Playfair.....	Lanark, S.R.....	O 42 75	25 00		
Pleasant Bay.....	Inverness.....	N.S. 75 83	30 00	3 00	
Pleasant Grove.....	Queen's East.....	P.E.I. 9 00	25 00		
Pleasant Harbour.....	Halifax.....	N.S. 100 41	46 00		5 00
Pleasant Hills.....	Colchester.....	N.S. 21 46	25 00		
Pleasant Home.....	Selkirk.....	M 118 71	56 00		5 00
Pleasant Lake.....	Yarmouth.....	N.S. 39 90	40 00		
Pleasant Mount.....	Albert.....	N.B. 28 00	25 00		
Pleasant Point.....	Halifax.....	N.S. 44 75	25 00		
Pleasant Point.....	St. John.....	N.B. 50 67	25 00		
Pleasant Point.....	Victoria, N.R.....	O 18 86	25 00		
Pleasant Ridge.....	Charlotte.....	N.B. 12 25	25 00		
Pleasant River.....	Shelburne & Queen's.....	N.S. 129 37	50 00	3 00	5 00

b Opened 1-10-03. f Opened 1-4-04. c Opened 1-4-04. e Including \$10 night allowance. d. Credit for new office not yet opened. \* Opened 1-9-03. † Including \$12 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pleasant Vale.	Albert. N.B.	29 65	25 00		
Pleasant Valley.	Pictou N.S.	16 01	25 00		
Pleasant Valley.	Yarmouth. N.S.	25 20	25 00		
Pleasant Valley.	Dundas O.	36 70	25 00		
Pleasant Valley.	Sask.	49 03	44 00		
Pleasant Valley Corner.	Yarmouth. N.S.	27 43	25 00		
Pleasantville.	Lunenburg. N.S.	127 57	44 00		5 00
Plourd.	Victoria. N.B.	29 25	25 00		
Plum Hollow.	Leeds, S.R. O.	120 50	50 00		
Plumweseep.	King's. N.B.	9 98	25 00		
Plymouth.	Yarmouth. N.S.	14 45	30 00		
Plymouth.	Carleton. N.B.	24 96	25 00		
Plymouth Road.	Pictou N.S.	74 55	25 00		
Plympton.	Macdonald. M.	68 63	25 00	3 00	
Plymton.	Digby N.S.	172 23	64 00		5 00
Plymton Station.	Digby N.S.	28 00	25 00		
Pockshaw.	Gloucester. N.B.	24 53	25 00		
aPohenagamooke.	Kamouraska. Q.	18 00	4 16		
Pointe Aconi.	Cape Breton. N.S.	6 00	25 00		
Point Alexander.	Renfrew, N.R. O.	146 12	44 00		
Pointe au Car.	Northumberland. N.B.	15 00	25 00		
Pointe Claire.	Victoria. N.S.	5 00	25 00		
Point Comfort.	Wright. Q.	51 70	25 00		
Point Cross.	Inverness. N.S.	69 18	134 00		
Pointe de Roche.	Queen's East. P.E.I.	10 00	25 00		
Point du Jour.	St. Hyacinthe. Q.	6 00	25 00		
Point Edward.	Cape Breton. N.S.	22 00	25 00		
Point Elma.	Assa. West	22 00	25 00		
Pointe Escuminac.	Northumberland. N.B.	12 98	25 00		
Point Kaye.	Simcoe, E.R. O.	82 55	36 00		
Pointe la Nim.	Restigouche. N.B.	8 00	25 00		
Pointe Michaud.	Richmond. N.S.	33 00	25 00		
Pointe of Cape.	Antigonishe. N.S.	3 50	25 00		
Point Petre.	Prince Edward. O.	9 00	25 00		
Point Platon.	Lotbinière. Q.	63 20	46 00		
Point Poplar.	King's. P.E.I.	13 25	25 00		
Point Prim.	Queen's East. P.E.I.	10 09	25 00		
Point St. Peter.	Gaspé. Q.	168 90	81 68		5 00
Point Sabin.	Kent. N.B.	43 70	25 00		
Point Traverse.	Prince Edward. O.	26 73	25 00		
Point Wolfe.	Albert. N.B.	76 00	40 00		
Pointe à Calumet.	Two Mountains. Q.	24 45	25 00		
Pointe à la Frégate.	Gaspé. Q.	17 50	25 00		
Pointe à la Garde.	Bonaventure. Q.	53 50	25 00		
+ Pointe au Baril.	Muskoka & Parry Sd. O.	32 00	25 00		
Pointe au Boisvert.	Chicoutimi & Saguenay Q.	27 95	25 00		
Pointe au Bouleau.	Chicoutimi & Saguenay Q.	29 70	25 00	5 00	
Pointe au Chêne.	Argenteuil. Q.	161 04	88 00	18 00	5 00
Pointe au Goémon.	Gaspé. Q.	23 25	131 00		
Pointe aux Anglais.	Chicoutimi & Saguenay Q.	17 70	25 00		
Pointe aux Orignaux.	Kamouraska. Q.	74 32	30 00		
Pointe aux Outardes.	Chicoutimi & Saguenay Q.	14 65	25 00		
Pointe aux Trembles-Ouest.	Portneuf. Q.	88 68	25 00		
Pointe Basse.	Gaspé. Q.	47 00	25 00	3 17	
Pointe Bleue.	Chicoutimi & Saguenay Q.	30 95	25 00		
Pointe des Monts.	Chicoutimi & Saguenay Q.	16 20	25 00		
Pointe des Roches.	Charlevoix. Q.	27 70	37 00		

a. Opened 1-6-04. ‡ Including \$6 night allowance. × Including \$16 night allowance. ¶ Including \$9.68 night allowance. + Summer office. † Including \$6.00 night allowance. a Including \$6 for winter season 1902-03, and \$6 for winter season 1903-04. || Arrears 17c.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Pointe du Chêne.....	Westmoreland.....N.B	167 00	80 00		5 00
Pointe du Lac.....	Three Riv. & St. MauriceQ	187 20	64 00		5 00
Pointe St. Anne des Monts.....	Gaspé.....Q	38 11	25 00		
Poirier.....	Kent.....N.B	9 00	25 00		
Poirierville.....	Richmond.....N.S	38 70	25 00		
Poitras.....	Victoria.....N.B	12 96	25 00		
Poland.....	Lanark, N.R.....O	51 89	25 00		
Pollet's Cove.....	Inverness.....N.S	7 00	25 00		
Pollett River.....	Westmoreland.....N.B	90 98	40 00		
Polleyhurst.....	Sunbury & Queen's.....N.B	36 75	25 00		
Polmont.....	Northumberland, E.R.....O	23 50	25 00		
Polson's Brook.....	Antigonishe.....N.S	17 25	25 00		
Poltimore.....	Labelle.....Q	110 39	42 00		
Pomeroy.....	Lisgar.....M	5 28	25 00		
Pomeroy Ridge.....	Charlotte.....N.B	26 46	25 00		
Pomona.....	Grey, S.R.....O	13 00	25 00		
Pomquet.....	Antigonishe.....N.S	63 40	35 00	3 00	
Pomquet Station.....	Antigonishe.....N.S	34 91	25 00		
Pond Mills.....	Middlesex, S.R.....O	40 75	25 00		
Ponds.....	Pictou.....N.S	77 35	32 00		
Ponsonby.....	Wellington, C.R.....O	40 00	30 00		
Pont Briand.....	Mégantic.....Q	85 25	33 00		
Pont Chateau.....	Soulanges.....Q	81 94	38 00	5 00	
Pont Viau.....	Laval.....Q	35 00	25 00		
Poodiac.....	King's.....N.B	12 20	25 00		
Poole.....	Perth, N.R.....O	136 89	64 00		5 00
Poole's Resort.....	Leeds, S.R.....O	137 25	64 00		5 00
Pope's Harbour.....	Halifax.....N.S	62 22	25 00	75	
Poplar.....	Algoma.....O	39 95	25 00		
Poplar Creek.....	Yale & Cariboo.....B.C	271 36	42 16		2 50
Poplar Dale.....	Algoma.....O	15 25	25 00		
Poplar Grove.....	Prince West.....P.E.I	24 71	25 00		
Poplar Grove.....	Assa. East.....O	42 68	25 00		
Poplar Hill.....	Middlesex, S.R.....O	175 10	80 00		5 00
Poplar Park.....	Selkirk.....M	30 46	25 00		
Poplar Point.....	Macdonald.....M	382 64	145 00	4 00	15 00
Poquiock.....	York.....N.B	90 00	47 00	3 00	5 00
Portage de la Nation.....	Labelle.....Q	95 80	44 00	4 00	
Portage East Bay.....	Cape Breton.....N.S	4 47	25 00		
Portage River.....	Northumberland.....N.B	15 00	25 00		
Portal.....	Bruce, E.R.....O	16 17	25 00		
Port Albert.....	Huron, W.R.....O	103 56	56 00		
Port Alma.....	Kent.....O	59 86	30 00		
Portapique.....	Colchester.....N.S	112 40	52 00	3 00	5 00
Portapique Mountain.....	Colchester.....N.S	25 18	25 00		
Port au Persil.....	Charlevoix.....Q	72 96	38 00		
Port Ban.....	Inverness.....N.S	9 00	25 00		
Port Bickerton.....	Guysborough.....N.S	69 65	34 00	5 00	
Port Bevis.....	Victoria.....N.S	16 00	25 00		
Port Bruce.....	Elgin, E.R.....O	41 93	25 00		
Port Caledonia.....	Cape Breton.....N.S	50 01	25 00		
Port Clyde.....	Shelburne & Queen's.....N.S	152 50	80 00		5 00
Port Cockburn.....	Muskoka & Parry Sd.....O	119 75	50 00		5 00
Port Daniel, Centre.....	Bonaventure.....Q	234 96	††97 00		5 00
Port Daniel, West.....	Bonaventure.....Q	121 40	††73 00		5 00
Port Dufferin.....	Halifax.....N.S	133 68	52 00		5 00
*Portelance.....	Portneuf.....Q	34 25	22 92		

b Opened 1-11-03. c Including \$10 night allowance. \* Opened 1-8-03. †† Including \$12 night allowance. ‡ Including \$18 night allowance.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Elmsley .....	Lanark, S.R. .... O	106 42	64 00		5 00
Porter's .....	St. John .....	N.B. 14 45	25 00		
Porter's Hill .....	Huron, W.R. .... O	69 92	40 00		
Porter's Lake .....	Halifax .....	N.S. 24 25	25 00		
Port Félix .....	Guysborough .....	N.S. 59 00	28 00		
†Port Félix, East .....	Guysborough .....	N.S. 21 21	20 83		
Port Franks .....	Lambton, E.R. .... O	34 21	25 00		
Port George .....	Annapolis .....	N.S. 198 00	110 00		10 00
Port Granby .....	Durham, W.R. .... O	58 39	25 00		
Port Guichen .....	New Westminster .....	B.C. 99 68	70 00		5 00
Port Hill .....	Prince West. .... P.E.I.	123 79	78 00		5 00
Port Hillford .....	Guysborough .....	N.S. 127 81	54 00		5 00
Port Hood Island .....	Inverness .....	N.S. 38 75	25 00		
Port Joli .....	Shelburne & Queen's .....	N.S. 119 96	57 00	4 00	5 00
Port Keewaydin .....	Simcoe, E.R. .... O	70 00	30 00		
Port Kells .....	New Westminster .....	B.C. 48 00	25 00		
Port Kusam .....	Vancouver .....	B.C. 42 25	25 00		
Port Law .....	Grey, S.R. .... O	63 66	40 00		
Port Lewis .....	Huntingdon .....	Q. 61 07	25 00		
Port Lock .....	Algoma .....	O. 46 08	40 00		
Port Maitland .....	Haldimand & Monck .....	O. 76 00	30 00		
Port Malcolm .....	Richmond .....	N.S. 36 59	25 00		
Port Milford .....	Prince Edward .....	O. 16 23	25 00		
Port Mouton .....	Shelburne & Queen's .....	N.S. 214 00	84 00	3 00	5 00
Port Nelson .....	Halton .....	O. 231 86	80 00		5 00
†Port Nelson .....	Burrard .....	B.C. 83 00	22 91		
Port Neville .....	Burrard .....	B.C. 21 70	25 00		
Porton .....	Carleton .....	N.B. 5 00	12 50		
Port Philip .....	Cumberland .....	N.S. 126 00	50 00		5 00
Port Renfrew .....	Vancouver .....	B.C. 90 60	40 00		
Port Richmond .....	Richmond .....	N.S. 17 00	25 00		
Port Royal .....	Norfolk, S.R. .... O	43 50	26 00		
Port Royal .....	Richmond .....	N.S. 40 00	25 00		
Port Sandfield .....	Simcoe, E.R. .... O	235 37	84 00		5 00
Port Saxon .....	Shelburne & Queen's .....	N.S. 25 45	25 00		
Port Severn .....	Simcoe, E.R. .... O	83 50	36 00		
Port Shoreham .....	Guysborough .....	N.S. 58 46	25 00	3 00	
Port Talbot .....	Elgin, W.R. .... O	23 96	25 00		
Portuguese Cove .....	Halifax .....	N.S. 14 00	25 00		
Port Union .....	Ontario, W.R. .... O	39 86	25 00		
Port Whitby .....	Ontario, W.R. .... O	210 40	106 00		10 00
Potvin .....	Lotbinière .....	Q. 26 00	25 00		
Poucher's Mills .....	Hastings, E.R. .... O	118 50	44 00	8 00	
Poulamond .....	Richmond .....	N.S. 99 06	44 00		
Poupore .....	Labelle .....	Q. 26 00	25 00		
§Powder Point .....	Yale & Cariboo .....	B.C. 11 62	13 05		
Power Glen .....	Lincoln & Niagara .....	O. 112 50			
Powell .....	Lanark, N.R. .... O	13 88	25 00		
Powerscourt .....	Huntingdon .....	Q. 41 98	25 00		
Power's Creek .....	Victoria .....	N.B. 11 50	25 00	3 00	
Powle's Corners .....	Victoria, N.R. .... O	98 21	42 00		
Pownall .....	Queen's East .....	P.E.I. 139 63	60 00	12 00	5 00
**Pozerville .....	Alta .....	10 30	10 71		
Prairie Grove .....	Selkirk .....	M. 25 49	25 00		
Pratt Corners .....	Lanark, S.R. .... O	11 00	25 00		
Précieux Sang .....	Nicolet .....	Q. 47 00	25 00		
Precious Corners .....	Northumberland, W.R. .... O	106 00			
Pré d'en haut .....	Westmoreland .....	N.B. 20 00	25 00		
Preneveau .....	Peterborough, E.R. .... O	35 70	25 00	11 00	
Presqu'Isle .....	Grey, N.R. .... O	30 50	25 00	5 00	

‡ Opened 1-9-03. † Opened 1-8-03. †† Opened 1-1-04. § Closed 1-2-04. a. Credit for new office not yet opened. b. Summer office. d. Including \$12 night allowance. \*\* Opened 27-1-04.

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Preston.....	Halifax.....N.S.	11 96	25 00		
Preston Road.....	Halifax.....N.S.	29 00	25 00		
Preston Vale.....	Lanark, S.R.....O	45 00	25 00		
* Pretoria.....	Marquette.....M	71 08	14 58		
Pretty Hill.....	Alta.....	35 63	25 00		
Pretty River Valley.....	Grey, E.R.....O	26 62	25 00		
Prével.....	Gaspé.....Q	36 71	**33 07		
Priceburgh.....	Victoria.....N.B.	5 00	25 00		
Price's Corner.....	Simcoe, E.R.....O	36 70	25 00		
Priddis.....	Alta.....	34 64	25 00		
Primeauville.....	Châteauguay.....Q	223 18	86 00	3 00	5 00
Primrose.....	Cardwell.....O	112 62	50 00	12 00	
†Primrose.....	King's.....P.E.I.	10 00	6 25		
Prince Albert.....	Ontario, S.R.....O	174 34	100 00		10 00
Prince Albert.....	Annapolis.....N.S.	32 73	25 00		
Prince Da'e.....	Annapolis.....N.S.	36 25	25 00		
Prince of Wales.....	St. John.....N.B.	27 44	25 00		
Princeport.....	Colchester.....N.S.	36 67	25 00		
Princess.....	Brandon.....M	6 00	25 00		
Prince's Lodge.....	Halifax.....N.S.	17 00	25 00		
Princetown.....	Prince East.....P.E.I.	247 33	98 00		10 00
Princeville.....	Inverness.....N.S.	16 00	25 00		
Prince William.....	York.....N.B.	105 82	44 00		
Prince William Station.....	York.....N.B.	64 84	44 00	20 00	
Prinyer.....	Prince Edward.....O	61 00	28 00		
Prospect.....	Lanark, S.R.....O	115 73	48 00		5 00
Prospect Hill.....	Perth, S.R.....O	115 00	48 00		
Prosperity.....	Huron, W.R.....O	10 00	25 00		
Prosperity.....	Assa. East.....	45 91	25 00		
Prosser Brook.....	Albert.....N.B.	32 90	25 00		
Protectionville.....	Northumberland.....N.B.	22 10	25 00		
Proton Station.....	Grey, E.R.....O	303 27	122 00	35 00	10 00
†Proulx.....	Prescott.....O	10 00	4 16		
Providence.....	Beauce.....Q	68 80	25 00		
Providence Bay.....	Algoma.....O	363 23	116 00	5 00	10 00
Province Hill.....	Brome.....Q	9 00	25 00		
Public Landing.....	King's.....N.B.	23 00	25 00		
Pubnico Beach.....	Shelburne & Queen's.....N.S.	14 10	25 00		
Puce.....	Essex, N.R.....O	104 69	44 00		5 00
Puckahn.....	Sask.....	38 55	25 00		
Puelling.....	Kent.....N.B.	24 90	25 00		
Pugwash Junction.....	Cumberland.....N.S.	137 65	50 00	28 00	5 00
Pugwash River.....	Cumberland.....N.S.	15 00	25 00		
Purbrook.....	Ontario, N.R.....O	27 33	25 00		
Purdy.....	Hastings, N.R.....O	31 67	25 00		
Purlbrook.....	Antigonishe.....N.S.	24 89	25 00		
Purple Grove.....	Bruce, S.R.....O	13 00	25 00		
Purple Hill.....	Durham, W.R.....O	24 00	25 00		
Purple Ridge.....	Macdonald.....M	15 00	25 00		
Purple Valley.....	Bruce, N.R.....O	48 03	25 00		
Purpleville.....	York, W.R.....O	35 00	25 00		
Purvis.....	Lisgar.....Man	82 99	25 00		
Pusey.....	Peterborough, E.R.....O	95 65	118 00	3 00	10 00
Putnam.....	Middlesex, E.R.....O	108 70	38 00	34 00	

QUACO ROAD.....	St. John.....N.B.	9 00	25 00		
Quai de Rimouski.....	Rimouski.....Q	145 15	48 00		

\*\* Including \$8.07 night allowance.

\* Opened 1-12-03.

† Opened 1-4-04.

‡ Opened 1-5-04.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Quathiaski Cove .....	Burrard .....	B.C	45 16	36 00	
*Quatre Chemins .....	Dorchester .....	Q	59 00	22 92	
Quatsino .....	Vancouver .....	B.C	52 60	35 00	
Queen Hill .....	Bruce, W.R. ....	O	19 97	25 00	
Queen's Line .....	Renfrew, N.R. ....	O	43 00	25 00	
Queensport .....	Guysborough .....	N.S	133 05	**62 00	5 00
Queenstown .....	Sunbury & Queen's ..	N.B	60 15	25 00	
Queen's Valley .....	Selkirk .....	M	29 27	25 00	
Queensville .....	Inverness .....	N.S	14 94	25 00	
Queensville .....	King's .....	N.B	5 20	25 00	
Querry .....	Bonaventure .....	Q	23 75	25 00	
Quesnel Forks .....	Yale & Cariboo .....	B.C	142 85	80 00	5 00
Quilchena .....	Yale & Cariboo .....	B.C	86 21	46 00	5 00
Quill Lake .....	..... Sask		10 00	10 41	
+Quill Plain .....	..... Assa. East		36 24	14 58	
Quilty .....	Renfrew, S.R. ....	O	15 00	25 00	
Quinan .....	Yarmouth .....	N.S	40 00	25 00	
Quinn .....	Kent .....	O	68 06	36 00	
Quinnville .....	Wright .....	Q	21 00	25 00	
Quispamsis .....	King's .....	N.B	37 75	25 00	
<b>R</b>					
<b>RABBIT POINT</b> .....	Selkirk .....	M	25 87	25 00	
* Racine .....	Shefford .....	Q	152 66	70 00	9 00
Radford .....	Pontiac .....	Q	57 00	30 00	
Radnor Forges .....	Champlain .....	Q	185 00	100 00	10 00
Radstock .....	Joliette .....	Q	52 00	28 00	
Radway .....	Selkirk .....	M	31 39	25 00	
Ragged Rapids .....	Victoria, N.R. ....	O	18 10	25 00	
Raglan .....	Ontario, S.R. ....	O	125 50	76 00	5 00
Rainham .....	Haldimand & Monck ..	O	97 60	56 00	5 00
Rainham Centre .....	Haldimand & Monck ..	O	103 70	42 00	
Ralph .....	Pontiac .....	Q	74 49	25 00	
† Rama .....	Ontario, N.R. ....	O	30 41	57 84	
† Rama Road .....	Ontario, N.R. ....	O	66 90	42 00	
Ramona .....	Ontario, N.R. ....	O	28 20	25 00	
Ramsay .....	Colchester .....	N.S	5 50	25 00	
Ranchvale .....	Marquette .....	M	97 70	30 00	
Randboro' .....	Compton .....	Q	72 24	36 00	
Randolph .....	St. John .....	N.B	73 45	35 00	
Randolph .....	Simcoe, E.R. ....	O	56 10	38 00	
Randwick .....	Simcoe, S.R. ....	O	28 00	25 00	
Ranelagh .....	Oxford, S.R. ....	O	95 42	44 00	
Rang Mathias .....	Chicoutimi & Saguenay	Q	38 19	25 00	
§ Rang St. Achille .....	Portneuf .....	Q	27 76	40 58	
Rankin .....	Renfrew, N.R. ....	O	56 28	25 00	
Rannoch .....	Perth, S.R. ....	O	33 00	25 00	
Rapide de Femme .....	Victoria .....	N.B	3 00	25 00	
Rapides des Joachims .....	Pontiac .....	Q	195 51	106 00	30 00
Rapid River .....	Algoma .....	O	5 00	32 00	
Rathburn .....	Ontario, N.R. ....	O	52 80	30 00	
Ratter's Corner .....	King's .....	N.B	7 00	25 00	
Ravenna .....	Grey, E.R. ....	O	175 25	80 00	5 00
Ravenscliffe .....	Muskoka & Parry Sd. ..	O	28 69	25 00	
Ravenshoe .....	York, N.R. ....	O	120 76	60 00	3 00
Ravenswood .....	Lambton, E.R. ....	O	97 84	56 00	5 00

\*\* Including \$12 night allowance. \* Opened 1-8-03. || Opened 1-2-04. † Opened 1-12-03. ‡ Closed 4-4-04. † Late Fawn 1-5-04. § Opened 1-12-03.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ravensthorpe.....	Muskoka & Parry Sd. .O	228 42	110 00		10 00
Ravignan.....	Dorchester.....Q	7 95	25 00		
Rawcliffe.....	Argenteuil.....Q	29 60	25 00		
Rawdon.....	Montcalm.....Q	376 95	152 00	18 00	15 00
Rawdon.....	Hants.....N.S	136 40	56 00		5 00
Rawdon Gold Mines.....	Hants.....N.S	63 96	36 00		
Ray.....	Alta.....	14 75	25 00		
Raycroft.....	Lanark, N.R.....O	4 70	25 00		
Raymond.....	Muskoka & Parry Sd. .O	73 05	28 00		
Reaboro'.....	Victoria, S.R.....O	176 76	78 00	7 00	5 00
Read.....	Westmoreland.....N.B	38 25	25 00		
Read.....	Hastings, E.R.....O	164 53	60 00		5 00
Reading.....	Wellington, C.R.....O	21 05	25 00		
Read Island.....	Burrard.....B.C	36 60	25 00		
Rear Boisdale.....	Cape Breton.....N.S	2 00	25 00		
Rear of Baddeck Bay.....	Victoria.....N.S	22 25	25 00		
Rear of Ball's Creek.....	Cape Breton.....N.S	8 00	25 00		
Rear of Beaver Cove.....	Cape Breton.....N.S	8 98	25 00		
Rear of Black River.....	Richmond.....N.S	4 00	25 00		
Rear of East Bay.....	Cape Breton.....N.S	4 12	25 00		
Rear of Little Judique.....	Inverness.....N.S	14 98	25 00		
Reay.....	Simcoe, E.R.....O	53 63	25 00		
Rebecca.....	Middlesex, E.R.....O	27 00	25 00		
Rectory Hill.....	Mégantic.....Q	224 12	78 00		5 00
Red Bank.....	Northumberland.....N.B	136 38	62 00	5 00	5 00
Red Bay.....	Bruce, N.R.....O	34 89	25 00		
Red Deer-Hill.....	Sask.....	44 16	25 00		
Red Head.....	St. John.....N.B	11 50	25 00		
Red House.....	King's.....P.E.I	15 71	25 00		
Redgrave.....	Huron, E.R.....O	42 89	30 00		
Redickville.....	Grey, E.R.....O	70 08	32 00		
Red Jacket.....	Assa. East.....	106 06	44 00		5 00
Red Islands.....	Richmond.....N.S	9 00	25 00		
Red Lodge.....	Alta.....	51 03	25 00		
Red Mountain.....	Compton.....Q	33 00	25 00		
Rednersville.....	Prince Edward.....O	243 00	90 00		5 00
Redpath.....	Assa. East.....	29 21	25 00		
Red Pine.....	Gloucester.....N.B	17 20	25 00		
Red Point.....	King's.....P.E.I	91 00	38 00		
Red Rapids.....	Victoria.....N.B	45 15	25 00	4 00	
Red Rapids Bridge.....	Victoria.....N.B	110 50	25 00	6 00	
Red Rock.....	Victoria, S.R.....O	15 00	25 00		
* Red Willow.....	Alta.....	175 96	21 91		
Red Wing.....	Grey, E.R.....O	127 86	48 00		5 00
Red Wood.....	Simcoe, E.R.....O	74 84	28 00		
Reedsdale.....	Mégantic.....Q	37 39	25 00		
Reed's Mines.....	Mégantic.....Q	19 20	25 00		
Reed's Point.....	King's.....N.B	20 00	25 00		
Reedsville.....	Compton.....Q	54 75	25 00		
Rees.....	Sunbury & Queen's.....N.B	18 73	25 00		
Reeve Craig.....	Carleton.....O	33 75	30 00		
Reid's Mills.....	Dundas.....O	72 99	36 00		
Reid's Station.....	Portneuf.....Q	49 93	25 00		
Reidway.....	Pictou.....N.S	9 00	25 00		
Reinland.....	Lisgar.....M	66 00	36 00		
† Reiswig.....	Yale & Cariboo.....B.C	10 00	4 16		
Relessey.....	Cardwell.....O	36 25	25 00		
Renaud's Mills.....	Kent.....N.B	22 75	25 00		

\* Opened 15-8-03.

† Opened 1-5-04.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Renforth .....	Wentworth N. & Biant O	43 00	30 00		
Renfrew .....	Hants. .... N.S	67 29	25 00		
Renton .....	Norfolk, N.R. ....	91 00	50 00		
Repentigny .....	L'Assomption. .... Q	46 42	25 00		
Restigouche .....	Bonaventure .... Q	110 23	40 00		
Restoule .....	Muskoka & Parry Sd. O	70 10	32 00		
Retreat Cove .....	Vancouver .... B.C	38 75	12 50		
Reynard's Bridge .....	Yarmouth .... N.S	13 00	25 00		
Reynolds .....	Northumberland .... N.B	22 25	25 00		
Reynoldscroft .....	Shelburne & Queen's N.S	30 00	25 00		
Reynoldston .....	Addington. .... O	31 45	25 00		
Rhode's Corner .....	Lunenburg .... N.S	26 00	25 00		
Riceburg .....	Missisquoi .... Q	37 50	40 00		
† Riceville .....	Carleton. .... N.B	38 50	25 00	1 25	
Richardson .....	Charlotte .... N.B	59 66	28 00		
Richardville .....	Mégantic. .... Q	116 14	52 00		5 00
Richardville (late St. Paul) .....	Kent .... N.B	40 00	25 00		
Richer .....	Provencher .... M	6 00	25 00		
Richfield .....	Digby .... N.S	15 25	25 00		
Richibucto Village .....	Kent .... N.B	62 20	36 00		
Richland .....	Selkirk. .... M	42 46	25 00	3 00	
Richview .....	York, W.R. .... O	23 70	25 00		
Rideau Ferry .....	Lanark, S.R. .... O	105 60	44 00		
Rideau View .....	Russell. .... O	30 52	25 00		
Ridgeland .....	Macdonald. .... M	34 00	25 00		
Ridgemount .....	Welland. .... O	74 71	25 00		
Ridge Road .....	Sunbury & Queen's. N.B	10 00	25 00		
Ridgeville .....	Lincoln & Niagara. .... O	462 44	235 00		25 00
Ridgeville .....	Provencher. .... M	89 35	25 00		
Riding Mountain .....	Macdonald. .... M	42 75	25 00		
Ridley .....	Kent .... O	25 74	25 00		
Riga .....	Assa. East .....	28 35	25 00		
Riley Brook .....	Victoria. .... N.B	148 87	62 00		
† Rimbey .....	Alta .....	84 36	16 66		
Rimington .....	Hastings, N.R. .... O	72 00	25 00		
Ringwood .....	Ontario, W.R. .... O	151 91	68 00		5 00
Riordan .....	Gloucester. .... N.B	34 73	25 00		
Ripples .....	Sunbury & Queen's. N.B	29 75	25 00		
Ritchot .....	Provencher. .... M		13 30		
Rivard's Corners .....	Compton. .... Q	10 00	25 00		
Riverbank .....	Wellington, C.R. .... O	26 91	25 00		
Riverbank .....	Carleton .... N.B	16 86	26 00	3 00	
Riverdale .....	Digby .... N.S	17 25	25 00		
Riverdale .....	Prince-East. .... P.-E.I	6 00	25 00		
* Rivière Blanche, Portneuf .....	Portneuf .... Q	31 00	20 83		
Rivière de Chute .....	Carleton .... N.B	134 06	62 00	6 00	5 00
River Dennis Centre .....	Inverness. .... N.S	36 48	25 00	3 00	
River Dennis Road .....	Inverness. .... N.S	23 00	25 00		
River Dennis Station .....	Inverness. .... N.S	131 33	55 00	33 00	5 00
Riverfield .....	Châteauguay. .... Q	111 00	36 00		
River Gilbert .....	Beauce. .... Q	58 14	25 00	11 00	
River Gilbert Gold Mines .....	Beauce. .... Q	24 98	25 00	5 00	
River Glade .....	Westmoreland. .... N.B	108 18	35 00		
River Hebert .....	Cumberland. .... N.S	98 92	42 00	12 00	
River Hebert Bend .....	Cumberland. .... N.S	104 00	28 00		
River John Road .....	Colchester. .... N.S	27 00	25 00		
River Joseph .....	Wright. .... Q	51 79	25 00		

+ Including 12.00 night allowance. \* Opened 1-9-03.

† Opened 1-11-03. ‡ Late Porton 1-1-04.

|| Opened 1-1-04.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
River Philip.....	Cumberland..... N.S	179 70	76 00	35 00	5 00
River Phillip Centre.....	Cumberland..... N.S	53 65	25 00		
Riversdale.....	Colchester..... N.S	69 62	30 00	7 00	
Riversdale.....	Assa. East..... N.S	29 50	25 00		
River Side.....	Albert..... N.B	347 87	132 00		15 00
Riverside.....	Inverness..... N.S	3 00	25 00		
Riverside-Corner.....	Hants..... N.S	54 00	32 00		
Rivers Inlet.....	Burrard..... B.C	121 57	55 00		5 00
Riverstown.....	Wellington, N.R..... O	56 30	25 00		
Riverton.....	King's..... P.E.I	13 00	25 00		
River Valley.....	Nipissing..... O	15 25	\$27 50		
Riverview.....	Grey, E.R..... O	164 74	72 00		5 00
Riverview.....	Cumberland..... N.S	15 00	25 00		
River View.....	Albert..... N.B	10 00	25 00	5 00	
Rivière à Claude.....	Gaspé..... Q	38 37	25 00		
Rivière à la Martre.....	Gaspé..... Q	37 95	25 00		
Rivière à l'Ours.....	Chicoutimi & Saguenay..... Q	36 00	25 00		
Rivière au Doré.....	Chicoutimi & Saguenay..... Q	43 45	25 00		
Rivière au Rat.....	Champlain..... Q	48 75	25 00		
Rivière aux Chiens.....	Montmorency..... Q	141 70	56 00		5 00
Rivière aux Pins.....	Quebec..... Q	23 69	25 00		
Rivière des Caches.....	Northumberland..... N.B	69 19	25 00	2 00	
Rivière des Fèves.....	Châteauguay..... Q	20 43	25 00		
Rivière des Plantes.....	Beauce..... Q	15 00	25 00		
Rivière des Prairies.....	Laval..... Q	45 75	25 00		
* Rivière du Loup, wharf ..	Témiscouata..... Q	146 00	60 00		5 00
Rivière du Moulin.....	Chicoutimi & Saguenay..... Q	308 80	‡160 00	10 00	15 00
Rivière Famine.....	Beauce..... Q	80 43	36 00		
Rivière Gagnon.....	Terrebonne..... Q	12 50	25 00		
Rivière Gentilly.....	Nicolet..... Q	102 20	‡58 00		
Rivière Jaune.....	Quebec..... Q	29 15	25 00		
Rivière la Fleur.....	Montmorency..... Q	12 00	25 00		
Rivière la Madeleine.....	Gaspé..... Q	21 95	25 00		
Rivière Mailloux.....	Charlevoix..... Q	140 00	52 00		5 00
Rivière Mattawin.....	Champlain..... Q	14 75	25 00		
Rivière Mékinac.....	Champlain..... Q	18 50	25 00	4 00	
Rivière Noire.....	Drummond & Arthab'ka..... Q	48 00	28 00		
Rivière Qui Barre.....	Alta..... Q	127 26	44 00	3 50	
Rivière St Jean.....	Saguenay..... Q	34 28	25 00		
Rivière Ste Marguerite.....	Saguenay..... Q	23 76	25 00		
Rivière Sauvage.....	Drummond & Arthab'ka..... Q	18 77	25 00		
Rivington.....	Argenteuil..... Q	79 47	30 00		
Rivulet.....	Inverness..... N.S	9 00	25 00		
Roach's Point.....	York, N.R..... O	204 84	104 00	3 00	10 00
Roach Vale.....	Guy'sborough..... N.S	11 94	25 00		
Robb.....	Grey, S.R..... O	29 08	25 00		
Roberts Island.....	Yarmouth..... N.S	9 00	25 00		
Robertson.....	King..... N.B	22 75	25 00		
Robertson's Point.....	Sunbury & Queen's..... N.B	14 25	25 00		
Robertville.....	Gloucester..... N.B	65 00	28 00		
* Roberval Hotel.....	Chicoutimi & Saguenay..... Q	96 00	55 00		5 00
Roberval Ouest.....	Chicoutimi & Saguenay..... Q	24 30	25 00		
Robichaud.....	Westmoreland..... N.B	51 45	32 00	12 00	
Robins.....	Richmond..... N.S	7 00	25 00		
Robinson's Corners.....	Lunenburg..... N.S	73 00	32 00		
Robinsonville.....	Ristigouche..... N.B	45 95	25 00		
Robitaille.....	Bonaventure..... Q	218 67	110 00		10 00

§ Including 2.50 arrears. \* Summer office. ‡ Including \$24.00 night allowance. † Including \$10.00 night allowance.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Roblin .....	Lennox.....O	130 50	56 00	5 00	5 00
Rob Roy .....	Grey, E.R.....O	47 00	30 00		
Robson .....	Drummond & Arthab'kaQ	16 95	25 00		
Rocanville.....	Assa. East.....O	361 90	45 00		5 00
Rochefort.....	Renfrew, N.R.....O	47 70	25 00	3 00	
Rochelle .....	Shefford.....Q	58 21	30 00		
Rocher de la Chapelle.....	Montmagny.....Q	20 00	25 00		
Rock Barra.....	King.....P.E.I	18 75	25 00		
Rock Bay .....	Vancouver.....B.C	221 91	64 00		5 00
Rock Creek .....	Yale & Caribou.....B.C	166 35	90 00	10 00	5 00
Rockcroft .....	Peterborough, E.R.....O	21 91	25 00		
Rockdale.....	Richmond.....N.S	85 01	32 00		
Rockdale.....	Peterborough, E.R.....O	40 00	40 00		
Rockfield.....	Leeds, S.R.....O	37 95	25 00		
Rockford .....	Norfolk, N.R.....O	96 19	42 00		
Rockford.....	Yale & Caribou.....B.C	33 45	25 00		
Rock Forest.....	Sherbrooke.....Q	63 49	28 00	7 00	
Rock Hill.....	Muskoka & Parry Sd.....O	11 45	25 00		
Rockingham.....	Yarmouth.....N.S	52 96	25 00		
Rockingham Station.....	Halifax.....N.S	130 65	60 00		
Rockland.....	Shelburne & Queen's N.S	16 00			
Rockliffe.....	Nipissing.....O	202 82	100 00		10 00
Rocklin .....	Pictou.....N.S	27 50	25 00		
Rockly .....	Cumberland.....N.S	25 98	25 00		
Rocklyn .....	Grey, E.R.....O	229 39	88 00	5 00	5 00
Rockport .....	Leeds, S.R.....O	303 59	130 00		10 00
Rockport .....	Westmoreland.....N.B	63 00	30 00		
Rockside .....	Cardwell.....O	21 67	25 00		
Rock Springs.....	Brockville.....O	161 31	50 00		
Rockville.....	King's.....N.B	15 00	25 00		
Rockville.....	Yarmouth.....N.S	45 75	25 00		
Rockville.....	Algoma.....O	36 90	25 00		
Rockway Valley.....	Labelle.....Q	61 50	25 00		
Rockwell Settlement.....	Cumberland.....N.S	90 54	34 00	3 00	
Rocky Bay.....	Richmond.....N.S	13 00	25 00		
Rocky Mountain.....	Pictou.....N.S	37 75	31 00		
Rocky Point.....	Queen's West.....P.E.I	12 31	25 00		
Rocky Point.....	Victoria.....B.C	396 50	118 00		10 00
*Rocky Ridge.....	Inverness.....N.S	6 00	20 83		
Rocky Saugeen.....	Grey, S.R.....O	47 00	25 00		
Roden .....	Brandon.....M	23 60	25 00		
Rodney.....	Cumberland.....N.S	33 23	25 00		
Roebuck .....	Grenville, S.R.....O	107 05	40 00		
Roger's Hill Centre.....	Pictou.....N.S	59 95	30 00		
Rogers Pass .....	Yale & Caribou.....B.C	291 03	116 00		10 00
Rohallion.....	Victoria, N.R.....O	9 50	25 00		
Rokeyby.....	Lambton, E.R.....O	20 00	25 00		
†Rokeyby Station.....	Assa. East.....O	79 43	30 00		
Rolling Dam .....	Charlotte.....N.B	60 77	28 00		
Rolling Dam Station.....	Charlotte.....N.B	127 09	56 00	12 00	5 00
Rolling River.....	Marquette.....M	10 00	25 00		
Rollo Bay .....	King's.....P.E.I	27 25	25 00		
Rollo Bay Cross.....	King's.....P.E.I	25 50	25 00		
Roman Valley.....	Guysborough.....N.S	15 08	25 00		
Romily.....	Cardwell.....O	3 00	25 00		
Romney.....	Kent.....O	65 73	40 00		
Rondeau .....	Kent.....O	64 00	33 00		

‡ Including \$6 night allowance.  
new office not yet opened.

\* Opened 1-9-03.

† Late Armstrong Lake 1-12-03.

‡ Credit for

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ronson .....	Norfolk, N.R. .... O	30 20	28 00		
Roome .....	Middlesex, S.R. .... O	25 75	25 00		
†Rosaireville .....	Northumberland, ... N.B	16 08	14 58		
Rosanna .....	Oxford, S.R. .... O	25 71	25 00		
Rose .....	Cumberland. .... N.S	28 21	25 00		
Rosebank .....	Gloucester. .... N.B	21 75	25 00		
Rose Bay .....	Lunenburg. .... N.S	123 75	64 00		5 00
Roseberry .....	Lisgar. .... M	18 50	30 00		
Roseberry .....	Queen's East. .... P.E.I	12 00	25 00		
Roseberry .....	Yale & Cariboo. .... B.C	57 60	28 00		
Rose Bridge .....	Gaspé. .... Q	18 00	25 00		
Rosebud Creek .....	Alta. ....	70 07	25 00		
Roseburn .....	Inverness. .... N.S	10 98	25 00		
Rosedale .....	Inverness. .... N.S	7 50	25 00		
Rosedale .....	Victoria, N.R. .... O	7 20	25 00		
Rosedale .....	New Westminster. .... B.C	69 00	25 00		
Rosedale .....	Carleton. .... N.B	6 00	25 00		
Rosedene .....	Lincoln & Niagara. .... O	24 75	25 00		
Rosehall .....	Prince Edward. .... O	63 00	32 00		
\$Rose Plain .....	Assa. East. ....	6 00	2 08		
Rosehill .....	Macdonald. .... M	13 00	25 00		
Rose Hill .....	Prince West. .... P.E.I	5 00	25 00		
Rose Island .....	Hastings, N.R. .... O	15 94	25 00		
Roseisle .....	Lisgar. .... M	94 32	30 00	3 00	
Roseland .....	Brandon. .... M	15 00	25 00		
Rosemere .....	Terrebonne. .... Q	65 00	30 00	3 00	
Roseburg .....	Missisquoi. .... Q	39 93	25 00		
Rosenthal .....	Renfrew, S.R. .... O	30 69	25 00		
Rosenort .....	Provencher. .... M	101 00	44 00		
Rosenroll .....	Alta. ....	67 91	25 00	8 00	
†Rose Point .....	Muskoka & Parry Sd. .... O	5 00	25 00		
Rosetta .....	Lanark, N.R. .... O	23 25	25 00		
Rose Vale .....	Albert. .... N.B	21 75	25 00		
Rose Valley .....	Prince East. .... P.E.I	21 00	25 00		
Roseview .....	Assa. East. ....	49 89	25 00		
Roseville .....	Waterloo, S.R. .... O	135 27	60 00		5 00
Roseville .....	Prince West. .... P.E.I	25 00	25 00		
Roseway .....	Shelburne & Queen's. N.S	48 00	28 00		
Rosewood .....	Provencher. .... M	64 66	25 00		
Roskeen .....	Macdonald. .... M	25 23	25 00		
Roslin .....	Hastings, N.R. .... O	166 48	80 00	3 00	5 00
Roslin .....	Cumberland. .... N.S	33 98	25 00		
Ross .....	Renfrew, N.R. .... O	12 96	25 00		
Rossburn .....	Marquette. .... M	257 40	98 00		10 00
Ross Corner .....	Prince East. .... P.E.I	87 00	44 00		
Ross Creek .....	Alta. ....	29 05	25 00		
Rousseau Falls .....	Muskoka & Parry Sd. .... O	31 30	32 00		
Rossendale .....	Cumberland. .... N.S	4 00	25 00		
Rossendale .....	Macdonald. .... M	35 02	25 00		
Rosser .....	Selkirk. .... M	439 04	158 00		15 00
Rossetti .....	Assa. East. ....	20 00	25 00		
Ross Ferry .....	Victoria. .... N.S	29 95	25 00	4 84	
Rossfield .....	Pictou. .... N.S	15 50	25 00		
Ross Mills .....	Lévis. .... Q	26 25	25 00		
Rossmore .....	Prince Edward. .... O	118 00	48 00		5 00
Ross Mount .....	Northumberland, W. R. O	116 50	56 00		5 00
Rossport .....	Algoma. .... O	295 61	110 00		10 00

§ Opened 1-6-04. † Opened 1-12-03. ‡ Summer office opened.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rossville .....	York .....	N.B. 16 46	25 00		
Rossway .....	Digby .....	N.S. 63 50	30 00		
Rostock .....	Perth, N.R. ....	O 140 00	56 00		5 00
Rothbury .....	Assa. East .....	18 69	25 00		
Rouge Hill .....	Ontario, W.R. ....	O 20 15	25 00		
Rougemont Station .....	Rouville .....	Q 210 25	90 00		5 00
*Rouge Valley .....	Argenteuil .....	Q 5 00	4 16		
Round Bay .....	Shelburne & Queen's ..	N.S. 33 53	25 00		
Round Hill .....	King .....	N.B. 123 03	62 00	22 00	5 00
Round Island .....	Cape Breton .....	N.S. 17 25	25 00		
Round Lake .....	Peterborough, E.R. ....	O 9 13	25 00		
Round Plains .....	Norfolk, N.R. ....	O 68 02	36 00		
Round Up .....	Alta .....	35 54	25 00		
Roundwood .....	Algoma .....	O 26 64	25 00		
Rousseau's Mills .....	Portneuf .....	Q 75 50	30 00		
Routhier .....	Prescott .....	O 76 80	32 00	0 48	
Routledge .....	Brandon .....	M 96 76	54 00		5 00
Rowan Mills .....	Norfolk, S.R. ....	O 102 25	48 00		5 00
Rowanton .....	Pontiac .....	Q 224 63	80 00	16 00	5 00
Rowena .....	Dundas .....	O 69 98	36 00		
Rowena .....	Victoria .....	N.B. 24 70	25 00		
Rowland .....	Hastings, N.R. ....	O 37 23	25 00		
Rowley's .....	St. John .....	N.B. 4 20	25 00		
Roxburgh .....	Albert .....	N.B. 7 00	25 00		
Roxbury .....	Annapolis .....	N.S. 13 00	25 00		
Roxbury .....	Prince West .....	P.E.I. 24 00	25 00		
Roxham .....	Missisquoi .....	Q 15 00	25 00		
Roxton East .....	Shefford .....	Q 83 50	30 00		
Roy .....	Burrard .....	B.C. 30 93	25 00		
Royal .....	Provencher .....	M 17 68	25 00		
aRoyal Muskoka .....	Simcoe, E.R. ....	O 10 00			
Royal Oak .....	Bruce, W.R. ....	O 10 00	25 00		
Royal Oak .....	Vancouver .....	B.C. 9 96	25 00		
Royal Road .....	York .....	N.B. 8 16	25 00		
Royal Road, West .....	York .....	N.B. 4 00	25 00		
Royalton .....	Carleton .....	N.B. 29 85	29 00		
Royston .....	Muskoka & Parry Sd. ....	O 47 73	30 00	10 00	
Ruby .....	Renfrew, N.R. ....	O 31 63	25 00		
Ruby Creek .....	Yale & Cariboo .....	B.C. 127 81	33 00		
Rugby .....	Simcoe, E.R. ....	O 129 08	72 00		5 00
Ruisseau à l'Eau Chaude .....	Dorchester .....	Q 55 75	25 00		
Ruisseau à Sem. ....	Rimouski .....	Q 27 13	\$ 37 00		
†Ruisseau Caster .....	Gaspé .....	Q 8 30	20 83		
Ruisseau Le Blanc .....	Bonaventure .....	Q 107 35	52 00		5 00
Ruisseau St. Georges .....	Montcalm .....	Q 25 00	25 00		
Runnymede .....	Bonaventure .....	Q 22 48	25 00		
Rupert .....	Wright .....	Q 152 27	48 00		5 00
Rusagornis .....	Sunbury & Queen .....	N.B. 59 00	25 00	3 00	
Rusagornis Station .....	Sunbury & Queen .....	N.B. 99 33	36 00		
Rush Lake .....	Assa. West .....	215 56	25 00		
Rush Point .....	Peterborough, E.R. ....	O 9 25	25 00		
Ruskin .....	King's .....	P.E.I. 20 75	25 00		
Ruskin .....	New Westminster .....	B.C. 179 90	76 00		5 00
Ruskview .....	Simcoe, S.R. ....	O 49 55	25 00	6 00	
Russeldale .....	Perth, S.R. ....	O 114 00	66 00		5 00
Russelton .....	Simcoe, N.R. ....	O 136 41	56 00		5 00
Ruseltown .....	Châteauguay .....	Q 70 86	40 00		
Rustico .....	Queen's East .....	P.E.I. 61 00	28 00		

\*Opened 1-5-04. a Summer office; "no salary." § Including \$12 night allowance. ‡ Opened 1-9-03.



## APPENDIX D—Continued.

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## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rusticoville.....	Queen's East.....P.E.I	80 00	36 00		
Rutherford.....	Macdonald.....M	9 18	25 00		
Ruther Glen.....	Carleton.....N.B	20 00	25 00		
Rutledge.....	Marquette.....M	93 20	25 00		
Ryan.....	Pontiac.....Q	50 78	25 00		
Ryckman's Corners.....	Yale & Cariboo.....B.C	154 33	25 00		
Rydal Bank.....	Wentworth, S.R.....O	68 00	30 00		
Rye.....	Algoma.....O	233 91	120 00		10 00
Rylstone.....	Muskoka & Parry Sd...O	21 50	25 00		
	Northumberland, E.R..O	29 67	25 00		
<b>SAINTÉ-ADÉLAÏDE DE</b>					
PABOS.....	Gaspé.....Q	219 49	††108 00		10 00
St. Adelphe de Champlain.....	Champlain.....Q	183 01	88 00		10 00
St. Adolphe.....	Provencher.....M	21 83	25 00		
St. Adolphe de Dudswell.....	Richmond & Wolfe....Q	206 39	74 00		5 00
St. Adolphe de Howard.....	Argenteuil.....Q	84 46	30 00		
St. Adrien.....	Richmond & Wolfe....Q	123 20	36 00		
St. Agapit Station.....	Lotbinière.....Q	172 50	64 00	6 00	5 00
Ste. Agatha.....	Waterloo, S.R.....O	128 40	60 00		5 00
Ste. Agathe.....	Provencher.....M	212 49	98 00		10 00
Ste. Agathe, East.....	Lotbinière.....Q	75 69	25 00		
Ste. Agnès de Charlevoix.....	Charlevoix.....Q	36 00	25 00		
Ste. Agnès de Dundee.....	Huntingdon.....Q	62 45	40 00		
St. Agricole.....	Montcalm.....Q	3 00	25 00		
St. Albert.....	Russell.....O	169 96	76 00		5 00
St. Albert.....	Drumm'd & Arthab'ka.Q	96 21	44 00		5 00
St. Alexandre Station.....	St. Johns & Iberville..Q	66 00	44 00		
St. Alexis.....	Bonaventure.....Q	25 00	25 00		
St. Alexis de Montcalm.....	Montcalm.....Q	177 82	74 00		5 00
St. Alexis des Monts.....	Maskinongé.....Q	391 87	132 00		15 00
St. Almo.....	Victoria.....N.B	35 00	25 00	6 00	
St. Alphonse.....	Joliette.....Q	89 94	40 00		
St. Alphonse de Caplan.....	Bonaventure.....Q	80 70	26 00		
St. Alphonse de Granby.....	Shefford.....Q	77 50	36 00		
St. Amand.....	Victoria.....N.B	15 46	25 00		
St. Ambroise.....	Macdonald.....M	23 00	25 00		
*Ste. Amelie.....	Macdonald.....M	10 00	6 25		
St. Amédée.....	Labelle.....Q	145 05	60 00		
St. Amour.....	Prescott.....O	102 31	60 00		5 00
St. André de Ristigouche.....	Bonaventure.....Q	87 75	25 00		
St. André de Shédiac.....	Westmoreland.....N.B	27 23	25 00		
St. Andrews.....	Selkirk.....M	15 08	26 00		
St. Andrews.....	King.....P.E.I	12 61	25 00		
St. Andrews, West.....	Cornwall & Stormont..O	204 75	68 00		5 00
Ste. Angèle de Laval.....	Nicolet.....Q	278 45	†102 00		5 00
Ste. Angèle de Monnoir.....	Rouville.....Q	210 45	90 00		5 00
Ste. Angèle de Rimouski.....	Rimouski.....Q	244 54	100 00		10 00
St. Anicet.....	Huntingdon.....Q	234 60	106 00	8 00	10 00
†Ste. Anne de la Pocatière Station.....	Kamouraska.....Q	19 00	4 16		
Ste. Anne de Kent.....	Kent.....N.B	50 00	30 00		
Ste. Anne de Madawaska.....	Victoria.....N.B	125 10	60 00		5 00
Ste. Anne de Prescott.....	Prescott.....O	168 15	88 00		5 00
Ste. Anne-des-Chênes.....	Provencher.....M	300 00	125 00	4 00	10 00
Ste. Anne de Sorel.....	Richelieu.....Q	45 25	30 00		
Ste. Anne's.....	Victoria.....N.S	32 91	25 00		

†† Including \$20 night allowance. \*Opened 1-4-04. †Opened 1-5-04. ‡Including \$18 night allowance.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ste. Anne's..	Queen's West..... P.E.I	22 21	25 00		
St. Anselme.....	Westmoreland..... N.B	34 00	25 00		
St. Antoine.....	Assa. East.....	44 00	25 00		
St. Anthony.....	Kent..... N.B	155 05	96 00	8 17	10 00
St. Anthony.....	Prince West..... P.E.I	11 00	25 00		
St. Antoine de Charlevoix.....	Charlevoix..... Q	18 00	25 00		
St. Antonin.....	Témiscouata..... Q	58 90	32 00		
Ste. Apolline de Patton.....	Montmagny..... Q	18 70	25 00		
St. Armand, Centre.....	Missisquoi..... Q	40 75	25 00		
St. Armand, Station.....	Missisquoi..... Q	398 62	140 00	60 00	10 00
St. Arsène.....	Témiscouata..... Q	191 19	88 00		5 00
Ste. Augustine.....	Huron, W.R..... O	66 41	50 50		5 00
St. Augustin, Saguenay.....	Chicoutimi & Saguenay Q	8 92	25 00		
St. Augustin, Two Mountains.....	Two Mountains..... Q	219 23	88 00	7 00	5 00
Ste. Barbe.....	Huntingdon..... Q	52 30	25 00		
St. Barnabé, Rivière Yamaska.....	St. Hyacinthe..... Q	134 00	52 00		5 00
St. Barnabé, Saint Maurice.....	Three Riv.&St.Maurice Q	340 00	145 00	33 00	15 00
St. Barthélemi, Station.....	Berthier..... Q	69 25	28 00		
St. Basile le Grand.....	Chambly & Verchères. Q	135 75	64 00		5 00
St. Basile, Station.....	Portneuf..... Q	119 95	48 00	20 00	
Ste. Béatrix.....	Joliette..... Q	72 90	36 00		
St. Benjamin.....	Dorchester..... Q	44 95	25 00		
St. Benoit de Matapédia.....	Bonaventure..... Q	25 46	25 00		
St. Bernard, Sud.....	Missisquoi..... Q	25 00	25 00		
St. Bernard.....	Digby..... N.S	25 00	25 00		
St. Blaise.....	St. Johns & Iberville. Q	93 00	44 00		
Ste. Blandine.....	Rimouski..... Q	71 45	25 00		
St. Bonaventure.....	Drummond & Arthab'ka. Q	308 00	122 00		10 00
St. Boniface.....	Wright..... Q	16 55	25 00		
Ste. Brigitte d'Iberville.....	St. Johns & Iberville. Q	145 87	70 00		5 00
Ste. Brigitte, Station.....	St. Johns & Iberville. Q	26 50	25 00		
St. Bruno.....	Chambly & Verchères. Q	89 69	46 00	14 00	5 00
St. Bruno de Kamouraska.....	Kamouraska..... Q	160 00	32 00		
St. Bruno Station.....	Chambly & Verchères. Q	28 75	25 00		
St. Calixte de Kilkenny.....	Montcalm..... Q	99 57	40 00	*3 17	
Ste. Camille de Bellechasse.....	Bellechasse..... Q	33 75	25 00		
St. Canute.....	Two Mountains..... Q	126 65	25 00		
St. Cassien des Caps.....	Charlevoix..... Q	13 00	45 00		
Ste. Catherine.....	Queen's West..... P.E.I	18 00	25 00		
Ste. Catherine's Bay.....	Chicoutimi & Saguenay Q	246 28	96 00		10 00
Ste. Catherine, River.....	Shelburne & Queen's.N.S	14 75	25 00		
Ste. Catherine's, Station.....	Portneuf..... Q	85 00	42 00		
Ste. Cécile de Levrard.....	Nicolet..... Q	69 01	56 00		
Ste. Cécile de Masham.....	Wright..... Q	184 63	92 00		10 00
Ste. Cécile de Milton.....	Shefford..... Q	91 00	48 00		5 00
Ste. Cécile de Whitton.....	Compton..... Q	211 00	106 00		5 00
St. Cécile Station.....	Compton..... Q	10 00	4 16		
St. Charles.....	Nipissing..... O	151 33	25 00	1 25	
St. Charles.....	Selkirk..... M	67 33	30 00		
St. Charles.....	Kent..... N.B	91 50	28 00		
St. Charles.....	King's..... P.E.I	18 20	25 00		
St. Charles de Levrard.....	Nicolet..... Q	148 84	60 00		5 00
St. Charles de Montcalm.....	Montcalm..... Q	4 50	25 00		
Ste. Christine.....	Bagot..... Q	103 50	40 00		
St. Chrysostôme.....	Prince East..... P.E.I	11 50	25 00		
St. Clair Siding.....	Essex, N.R..... O	13 75	25 00		
St. Claude.....	Richmond & Wolfe... Q	53 03	36 00		

‡Late Mansfield. §Opened 1-5-04. || Including \$20 allowance. \*Arrears 17c. a Including \$16 night allowance.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Claude.....	Lisgar.....M	327 70	120 00		10 00
St. Clément.....	Témiscouata.....Q	187 46	75 00	11 00	5 00
St. Cléophas de Brandon.....	Joliette.....Q	39 68	30 00		
Ste. Clothilde de Châteauguay.....	Châteauguay.....Q	63 75	28 00		
†St. Columba.....	Victoria.....N.S	10 00	25 00		
St. Columban.....	Perth, S.R.....O	63 87	66 00		
St. Columbin.....	Two Mountains.....Q	36 75	25 00		
St. Côme.....	Joliette.....Q	101 60	36 00		
Ste. Croix.....	York.....N.B	58 66	26 00		
St. Croix Cove.....	Annapolis.....N.S	24 00	25 00		
St. Cuthbert, Station.....	Berthier.....Q	31 00	25 00		
St. Cyprien.....	Témiscouata.....Q	34 95	25 00		
St. Cyr.....	Richmond & Wolfe.....Q	110 47	36 00	9 00	
St. Cyriac.....	Chicoutimi & Saguenay.....Q	24 00	25 00		
St. Damase.....	St. Hyacinthe.....Q	187 93	100 00		10 00
St. Damase de Rimouski.....	Rimouski.....Q	149 79	55 00		5 00
St. Damase des Aulnaies.....	L'Islet.....Q	65 00	30 00		
St. Damien.....	Kent.....N.B	10 33	25 00		
St. Damien de Brandon.....	Berthier.....Q	127 60	46 00		5 00
St. David de Lévis.....	Lévis.....Q	98 19	50 00		5 00
St. Didace.....	Maskinongé.....Q	131 50	66 00		5 00
St. Dominique de Bagot.....	Bagot.....Q	184 00	80 00		5 00
St. Dominique Station.....	Soulanges.....Q	56 50	25 00		
St. Donat.....	Rimouski.....Q	223 70	114 00	22 00	10 00
St. Donat de Montcalm.....	Montcalm.....Q	79 45	25 00		
Ste. Dorothee.....	Laval.....Q	55 50	25 00		
St. Edmond de Berthier.....	Berthier.....Q	33 20	25 00		
St. Edouard de Frampton.....	Dorchester.....Q	28 67	25 00		
St. Edouard de Kent.....	Kent.....N.B	5 00	25 00		
St. Edouard de Napierville.....	Laprairie & Napierville.....Q	86 00	44 00		
St. Edwidge.....	Compton.....Q	131 50	80 00		5 00
St. Eléonor.....	Prince East.....P.E.I	245 00	104 00		10 00
St. Eleuthère.....	Kamouraska.....Q	134 46	50 00		
S. Elie.....	Three Riv. & St. Maurice.....Q	202 39	92 00		10 00
St. Elmo.....	Glenarry.....Q	95 05	48 00		5 00
S. Eloi Station.....	Témiscouata.....Q	48 20	25 00		
St. Elphège.....	Yamaska.....Q	125 95	178 00		5 00
St. Elzéar de Beauce.....	Beauce.....Q	211 81	70 00	9 00	5 00
St. Elzéar de Laval.....	Laval.....Q	100 34	38 00		
Ste. Emilie Junction.....	Joliette.....Q	36 25	25 00		
St. Emile de Montcalm.....	Montcalm.....Q	12 98	25 00		
St. Emile de Suffolk.....	Labelle.....Q	180 04	88 00	5 00	10 00
St. Ephrem Station.....	Beauce.....Q	101 00	36 00		
St. Esprit.....	Richmond.....N.S	33 00	25 00		
St. Etienne de Beauharnois.....	Beauharnois.....Q	87 00	40 00		
St. Etienne de Bolton.....	Brome.....Q	92 44	36 00		
St. Etienne des Grès.....	Three Riv. & St. Maurice.....Q	117 70	70 00		5 00
St. Eugène de Grantham.....	Drummond & Arthabaska.....Q	194 61	100 00	5 00	
St. Eugène Mission.....	Yale & Cariboo.....B.C	33 70	25 00		
St. Eusèbe de Cabano.....	Témiscouata.....Q	66 00	25 00		
St. Eustache.....	Selkirk.....M	137 94	62 00		5 00
St. Evariste Station.....	Beauce.....Q	291 58	130 00		10 00
St. Fabien.....	Kent.....N.B	14 00	25 00		
**Ste. Famille de Demeules.....	Chicoutimi.....Q	6 00	2 08		
St. Faustin.....	Terrebonne.....Q	256 56	122 00	3 00	10 00
St. Faustin Station.....	Terrebonne.....Q	101 75	46 00		5 00
Ste. Félicité.....	Rimouski.....Q	241 50	\$113 00		10 00

† Opened 1-8-03 (Changed from Grand Narrows Rear).

§ Including \$20 night allowance.

\*\* Opened 1-6-04.

‡ Including \$12 night allowance.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Félix.....	Lisgar.....M	10 00	25 00		
St. Féréol.....	Montmorency.....Q	51 95	25 00		
St. Fidèle.....	Charlevoix.....Q	91 75	33 00		
Ste. Flavie.....	Rimouski.....Q	131 85	60 00		5 00
Ste. Florence.....	Rimouski.....Q	92 96	34 00		
St. Flore Station.....	Champlain.....Q	45 60	26 00		
St. Fortunat.....	Richmond & Wolfe.....Q	146 23	52 00	3 00	5 00
Ste. Foy.....	Quebec.....Q	102 33	66 00		5 00
St. Francis Harbour.....	Guysborough.....N.S.	38 73	25 00		
St. François de Kent.....	Kent.....N.B.	52 12	25 00		
St. François d'Assise.....	Bonaventure.....Q	10 00	25 00		
St. François de Madawaska.....	Victoria.....N.B.	125 00	60 00		
St. François de Sales Station.....	Laval.....Q	62 17	36 00		
St. François d'Orléans.....	Montmorency.....Q	48 52	25 00		
Ste. Françoise.....	Témiscouata.....Q	49 43	25 00		
St. François Xavier.....	Selkirk.....M	116 87	60 00		5 00
St. François Xavier de Viger.....	Témiscouata.....Q	20 25	25 00		
St. François Xavier de Brompton ..	Richmond & Wolfe.....Q	135 34	55 00		5 00
St. Gabriel de Rimouski.....	Rimouski.....Q	268 40	88 00	3 00	5 00
St. George.....	Selkirk.....M	21 72	25 00		
St. Geneviève.....	Jacques Cartier.....Q	157 00	120 00	11 00	5 00
St. George, de Malbaie.....	Gaspé.....Q	128 14	40 00		
St. Georges.....	King's.....P.E.I.	48 00	25 00		
St. George's Channel.....	Richmond.....N.S.	36 25	††31 00		
St. Gérard de Montarville.....	Labelle.....Q	113 07	42 00	5 00	
St. Gilbert.....	Portneuf.....Q	63 64	30 00		
St. Gilbert.....	Prince West., ... P.-E.I.	15 00	25 00		
St. Giles.....	Lotbinière.....Q	117 97	52 00		5 00
St. Grodfoy.....	Bonaventure.....Q	125 28	42 00	3 00	
St. Gégroire.....	Kent.....N.B.	12 25	25 00		
St. Guillaume Station.....	Drummond & Artha'kaQ	223 90	99 00		10 00
St. Hélène de Bagot.....	Bagot.....Q	278 74	116 00		10 00
St. Hélène de Chester.....	Drummond & Artha'kaQ	94 59	44 00		
St. Helen's.....	Huron, W. R.....Q	166 10	80 00		5 00
St. Hermas Station.....	Two Mountains.....Q	54 20	30 00		
St. Herménégilde.....	Stanstead.....Q	120 50	48 00	5 00	
St. Hilaire.....	Victoria.....N.B.	37 00	25 00		
St. Hilaire de Dorset.....	Beauce.....Q	19 25	25 00		
St. Hilaire du Lac St. Jean.....	Chicoutimi & SaguenayQ	61 00	25 00		
St. Hilaire, Village.....	Rouville.....Q	220 80	98 00		10 00
St. Hippolyte de Kilkenny.....	Terrebonne.....Q	138 09	50 00		5 00
St. Hubert.....	Chambly & Verchères..Q	158 95	68 00		5 00
St. Ignace.....	Kent.....N.B.	36 97	25 00		
St. Ignace de Loyola.....	Berthier.....Q	36 00	25 00		
aSt. Irénée les Bains.....	Charlevoix.....Q	60 50	25 00		
St. Isidore.....	Gloucester.....N.B.	82 87	25 00		
†St. Isidore de Bellevue.....	.....Sask	7 00	6 25		
St. Isidore de Pontiac.....	Pontiac.....Q	15 00	25 00		
St. Isidore, Laprairie.....	Laprairie & Napierville.Q	200 00	52 00		
St. Isidore Junction.....	Laprairie & Napierville.Q	135 15	56 00		5 00
St. Ives.....	Middlesex, E.R.....O	23 71	25 00		
St. Jacques.....	Victoria.....N.B.	100 21	40 00		
*St. Jacques Nord.....	Montcalm.....Q	47 45	22 92		
St. Jacques le Mineur.....	Laprairie & Napierville.Q	135 50	60 00		5 00
St. James.....	Selkirk.....M	71 50	25 00		
St. James Park.....	Middlesex, S.R.....O	.....\$	.....\$		
St. Janvier.....	Terrebonne.....Q	178 50	74 00		5 00

†† Including \$6 night allowance.      \$ For Revenue, &c., see Appendix C, London Sub-Offices, &c.  
† Opened 1-4-04.      \* Opened 1-8-03.      a Summer office.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Jean Baptiste .....	Kent .....	N.B. 49 62	60 00		5 00
St. Jean Baptiste de Rouville.....	Rouville .....	Q 194 00	80 00		5 00
St. Jean Chrysostôme, Lévis .....	Lévis .....	Q 121 50	44 00		
St. Jean de Dieu .....	Témiscouata .....	Q 213 81	88 00		5 00
St. Jean de la Croix (sub-office) .....	Maisonneuve .....	Q .....	60 00		
St. Jean des Piles .....	Champlain .....	Q 83 81	33 00		
St. Jean l'Évangéliste .....	Bonaventure .....	Q 208 77	96 00	3 16	10 00
St. Jean Port Joli Station .....	L'Islet .....	Q 14 48	25 00		
St. Joachim de Courval .....	Yamaska .....	Q 71 70	36 00		
St. Joachim de Montmorency .....	Montmorency .....	Q 103 45	46 00		5 00
St. Joachim de Shefford .....	Shefford .....	Q 81 46	44 00		
St. John's West .....	Welland .....	Q 49 30	25 00		
St. Joseph .....	Antigonishe .....	N.S. 47 94	28 00		
St. Joseph .....	Provencher .....	M 31 21	25 00		
St. Joseph de Kent .....	Kent .....	N.B. 10 00	25 00		
St. Joseph de St. Hyacinthe .....	St. Hyacinthe .....	Q 163 50	25 00		
St. Joseph de Lepage .....	Rimouski .....	Q 54 28	30 00		
St. Joseph de Lévis .....	Lévis .....	Q 119 40	44 00		5 00
St. Joseph de Mékinac .....	Champlain .....	Q 25 91	25 00		
St. Joseph de Sorel .....	Richelieu .....	Q 181 60	56 00		5 00
St. Joseph du Lac .....	Two Mountains .....	Q 79 61	36 00	3 00	
St. Jovite Station .....	Terrebonne .....	Q 161 42	164 00		
St. Jude .....	St. Hyacinthe .....	Q 230 50	100 00		10 00
St. Julie de Verchères .....	Chambly & Verchères .....	Q 112 30	60 00		5 00
†† Ste. Julienne Station .....	Montcalm .....	Q 34 28	10 41		
St. Julie Station .....	Mégantic .....	Q 172 31	84 00	5 00	5 00
St. Justine de Newton .....	Vaudreuil .....	Q 202 44	72 00	8 00	5 00
St. Justine Station .....	Vaudreuil .....	Q 152 25	64 00		5 00
St. Lambert de Lévis .....	Lévis .....	Q 137 95	56 00	7 00	5 00
St. Lambert, Montreal .....	Chambly & Verchères .....	Q 674 31	209 00		20 00
St. Lawrence .....	Frontenac .....	O 25 50	25 00		
St. Lazare .....	Marquette .....	M 33 56	25 00		
St. Lazare de Vaudreuil .....	Vaudreuil .....	Q 121 10	62 00		5 00
St. Lazare Station .....	Vaudreuil .....	Q 56 43	25 00		
St. Léandre .....	Rimouski .....	Q 45 40	28 00		
St. Léon .....	Maskinongé .....	Q 203 58	118 00		10 00
St. Léon .....	Lisgar .....	M 70 00	40 00		
* St. Leolin .....	Gloucester .....	N.B. 32 16	25 00		
† St. Leon Hot Springs .....	Yale & Cariboo .....	B.C. 54 33	10 41		
St. Léonard de Chicoutimi .....	Chicoutimi & Saguenay .....	Q 18 25	25 00		
St. Léonard de Port Maurice .....	Laval .....	Q 42 00	25 00		
St. Léonard de Portneuf .....	Portneuf .....	Q 115 15	34 00		
St. Léonard Station .....	Victoria .....	N.B. 317 60	105 00	4 00	10 00
St. Léon le Grand .....	Rimouski .....	Q 45 25	25 00		
St. Liboire .....	Bagot .....	Q 449 96	160 00		15 00
St. Liguori .....	Montcalm .....	Q 96 49	40 00		
St. Louis .....	Prince West .....	P.E.I. 105 00	62 00	11 00	5 00
St. Louis .....	Sask .....	41 71	25 00		
St. Louis de Bonsecours .....	Richelieu .....	Q 77 20	36 00		
St. Louis de Champlain .....	Champlain .....	Q 56 93	25 00		
St. Louis de Ha Ha .....	Témiscouata .....	Q 198 37	66 00		5 00
St. Louis Station .....	Beauharnois .....	Q 91 86	38 00		
St. Luc .....	St. John's & Iberville .....	Q 63 00	32 00		
St. Luc de Matane .....	Rimouski .....	Q 58 20	28 00		
Ste. Lucie .....	Rimouski .....	Q 76 62	50 00		
Ste. Lucie de Doncaster .....	Terrebonne .....	Q 132 91	52 00	5 00	5 00
Ste. Madeleine .....	St. Hyacinthe .....	Q 247 77	106 00		10 00

†† Opened 1-2-04.

|| Including \$20 night allowance for winter 03-04.

\* Late Père 1-6-04.

† Opened 1-2-04.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Majorique . . . . .	Drummond & Art'baska	43 00	25 00		
St. Malachie . . . . .	Dorchester . . . . .	256 91	116 00	64 00	10 00
St. Malo . . . . .	Compton . . . . .	154 25	66 00		5 00
St. Malo . . . . .	Provencher . . . . .	122 35	70 00	5 00	5 00
St. Malo Station . . . . .	Compton . . . . .	96 94	33 00		
St. Marc . . . . .	Chamblay & Verchères . . . . .	195 38	84 00		5 00
St. Marcel de L'Islet . . . . .	L'Islet . . . . .	63 88	33 00		
St. Marcel de Richelieu . . . . .	Bagot . . . . .	91 55	50 00		5 00
St. Margaret's . . . . .	King's . . . . .	40 21	25 00		
St. Marguerite Station . . . . .	Terrebonne . . . . .	38 00	36 00		
St. Marie de Blandford . . . . .	Nicolet . . . . .	71 06	36 00		
St. Marie de Charlevoix . . . . .	Charlevoix . . . . .	6 00	25 00		
St. Marie de Ste. Marthe . . . . .	Vaudreuil . . . . .	34 50	25 00		
St. Marie Salomée . . . . .	Montcalm . . . . .	73 25	25 00		
St. Marks . . . . .	Macdonald . . . . .	12 90	25 00		
St. Marthe . . . . .	Vaudreuil . . . . .	157 09	84 00	5 00	5 00
††St. Martin Junction . . . . .	Laval . . . . .	46 50	43 33	5 00	4 17
St. Mary's . . . . .	Assa. West . . . . .	22 50	25 00		
St. Mary's River . . . . .	Guysborough . . . . .	35 00	25 00		
St. Mary's Road . . . . .	Queen's East . . . . .	18 14	25 00		
St. Mary's Road East . . . . .	Queen's East . . . . .	8 00	25 00		
St. Mathias . . . . .	Rouville . . . . .	110 26	40 00		
St. Mathieu . . . . .	Rimouski . . . . .	118 39	36 00		
St. Maure . . . . .	Restigouche . . . . .	9 00	25 00		
St. Maurice . . . . .	Kent . . . . .	18 00	25 00		
St. Maxime . . . . .	Beauce . . . . .	71 00	26 00		
St. Mélanie . . . . .	Joliette . . . . .	85 00	60 00		5 00
St. Michel de Napierville . . . . .	Laprairie & Napierville . . . . .	225 38	114 00	12 00	10 00
St. Michel de Rougemont . . . . .	Rouville . . . . .	135 45	44 00		5 00
St. Michel des Saints . . . . .	Berthier . . . . .	120 09	52 00		5 00
St. Michel de Wentworth . . . . .	Argenteuil . . . . .	17 00	25 00		
St. Michel Station . . . . .	Laprairie & Napierville . . . . .	47 09	25 00		
St. Modeste . . . . .	Témiscouata . . . . .	58 43	36 00		
St. Moïse . . . . .	Rimouski . . . . .	100 75	48 00		5 00
St. Moïse Station . . . . .	Rimouski . . . . .	402 85	152 00	28 00	15 00
St. Monique des Deux Montagnes . . . . .	Two Mountains . . . . .	125 92	55 00		5 00
St. Nazaire . . . . .	Bagot . . . . .	189 40	70 00		5 00
St. Nazaire de Buckland . . . . .	Dorchester . . . . .	63 95	25 00		
St. Nérée . . . . .	Bellechasse . . . . .	126 63	64 00		5 00
St. Nicolas . . . . .	Lévis . . . . .	149 20	70 00	10 00	5 00
St. Nicolas Est . . . . .	Lévis . . . . .	23 20	25 00		
St. Norbert . . . . .	Berthier . . . . .	210 11	86 00		5 00
St. Norbert . . . . .	Kent . . . . .	39 25	25 00		
St. Norbert Station . . . . .	Berthier . . . . .	3 00	25 00		
St. Ola . . . . .	Hastings, N.R. . . . .	182 15	77 00		5 00
St. Omer . . . . .	Bonaventure . . . . .	183 47	70 00		5 00
St. Onésime . . . . .	Kamouraska . . . . .	87 55	34 00		
St. Onge . . . . .	Russell . . . . .	151 23	86 00	0 37	5 00
St. Ouens . . . . .	Selkirk . . . . .	84 43	52 00		5 00
St. Ours Lock . . . . .	Richelieu . . . . .	66 00	46 00		5 00
St. Patrick . . . . .	Simcoe, E.R. . . . .	14 40	25 00		
St. Patrick . . . . .	Témiscouata . . . . .	81 00	56 00		
St. Patrick's Channel . . . . .	Victoria . . . . .	16 00	29 00		
St. Patrick's Road . . . . .	King's . . . . .	12 00	25 00		
St. Paul . . . . .	Jacques Cartier . . . . .	300 00	150 00	8 00	15 00
St. Paul de la Croix . . . . .	Témiscouata . . . . .	100 33	32 00		
St. Paul de Métis . . . . .	Sask . . . . .	25 95	25 00		
St. Paul d'Industrie . . . . .	Joliette . . . . .	75 00	25 00		

†† Closed 1-5-04. † Including \$20 special allowance for summer season. § Including \$4 night allowance.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Paulin .....	Maskinongé.....Q	248 15	108 00	33 00	10 00
St. Paul l'Hermite .....	L'Assomption.....Q	132 00	78 00	9 00	5 00
† St. Paul's.....	Kent.....N.B	64 20	30 00		
St. Paul's.....	Pictou.....N.S	30 00	25 00		
St. Paul's Island.....	Victoria.....N.S	8 00	25 00		
St. Paul's Station.....	Perth, S.R.....O	63 36	30 00	16 00	
Ste. Perpétue.....	Nicolet.....Q	205 50	90 00		10 00
* St. Peter's Monastery.....	Sask.....	54 30	12 50		
St. Philippe de Chester.....	Drummond & Arthurs.....Q	68 27	50 00		
St. Philippe de Laprairie.....	Laprairie & Napierville.....Q	231 07	84 00	15 00	5 00
Ste. Philomène.....	Q.....	122 45	60 00		5 00
St. Pie.....	Provencher.....M	9 00	25 00		
St. Pie de Guire.....	Yamaska.....Q	58 71	56 00		5 00
St. Pierre.....	Kent.....N.B	16 00	25 00		
St. Pierre Baptiste.....	Mégantic.....Q	146 11	66 00		5 00
St. Pierre de Charlesbourg.....	Quebec.....Q	40 16	25 00		
St. Pierre de Wakefield.....	Wright.....Q	45 87	25 00		
St. Pierre d'Orléans.....	Montmorency.....Q	46 15	25 00		
St. Placide.....	Two Mountains.....Q	183 00	78 00		5 00
St. Polycarpe, Junction.....	Soulanges.....Q	96 96	42 00		
St. Raphaël.....	Prince East.....P.E.I	27 00	25 00		
St. Raphaël West.....	Glengarry.....Q	199 60	64 00		5 00
St. Rédempteur.....	Vaudreuil.....Q	74 20	36 00		
St. Régis.....	Huntingdon.....Q	26 75	25 00		
St. Rémi d'Amherst.....	Labelle.....Q	242 40	65 00	22 00	5 00
St. Rémi de Tingwick.....	Drummond & Arthurs.....Q	227 28	100 00		10 00
St. Robert.....	Richelieu.....Q	138 00	60 00		5 00
St. Roch de Richelieu.....	Richelieu.....Q	147 00	62 00		5 00
St. Romain.....	Compton.....Q	195 20	+ 92 00		5 00
Ste. Rosalie.....	Bagot.....Q	145 75	64 00		
Ste. Rose.....	Inverness.....N.S	20 39	25 00		
Ste. Rose de Lima.....	Wright.....Q	195 00	92 00	18 00	10 00
Ste. Rose de Watford.....	Dorchester.....Q	99 30	32 00	3 00	
Ste. Rose du Lac.....	Macdonald.....M	277 33	88 00		10 00
St. Rosette.....	Gloucester.....N.B	10 50	25 00		
St. Sabine.....	St. Johns & Iberville.....Q	41 00	25 00		
St. Samuel de Horton.....	Nicolet.....Q	116 30	30 00		
† St. Samuel Station.....	Compton.....Q	9 00	2 03		
St. Sébastien.....	St. Johns & Iberville.....Q	299 83	**144 00	3 00	15 00
St. Sébastien Station.....	Beauce.....Q	61 45	25 00		
St. Sévere.....	Three Riv. & St. Maurice.....Q	211 46	72 00		5 00
St. Séverin de Beauvillage.....	Beauce.....Q	125 50	60 00		5 00
St. Siméon.....	Charlevoix.....Q	78 40	+45 00		
St. Simon.....	Gloucester.....N.B	10 00	25 00		
St. Sixte.....	Labelle.....Q	102 75	36 00		
Ste. Sophie de Lacorne.....	Terrebonne.....Q	111 31	48 00		5 00
Ste. Sophie de Mégantic.....	Mégantic.....Q	124 72	50 00		5 00
St. Stanislas.....	Chicoutimi & Saguenay.....Q	6 70	25 00		
St. Sulpice.....	L'Assomption.....Q		25 00		
St. Sylvester West.....	Lotbinière.....Q	99 65	52 00	6 00	5 00
St. Téléphone.....	Soulanges.....Q	224 41	100 00		10 00
St. Teresa.....	King's.....P.E.I	78 99	25 00		
Ste. Thècle Station.....	Champlain.....Q	232 25	86 00	22 00	5 00
St. Théodore.....	Montcalm.....Q	120 90	52 00		5 00
St. Théodore d'Acton.....	Bagot.....Q	219 25	108 00		10 00
Ste. Théodosie.....	Chamblly & Verchères.....Q	113 00	54 00		

\* Opened 1-1-04. † Late Richardville. a Summer office. †† Including \$12 for night allowance.  
 + Including \$20 for night allowance. \*\* Including \$12 for night allowance. ‡ Opened 1-6-04. †† Including \$10 for night allowance.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
St. Théophile.....	Beauce.....Q	68 90	30 00		
St. Thomas.....	Carleton.....N.B	13 00	25 00		
St. Thomas d'Aquin.....	St. Hyacinthe.....Q	29 50	25 00	3 00	
St. Thomas de Joliette.....	Joliette.....Q	125 00	60 00		5 00
St. Thomas de Kent.....	Kent.....N.B	27 00	25 00		
St. Thuribe.....	Portneuf.....Q	129 50	52 00		5 00
St. Timothée.....	Beauharnois.....Q	223 24	92 00		10 00
St. Timothy.....	Prince East.....P.E.I	21 00	25 00		
St. Tite des Caps.....	Montmorency.....Q	130 61	182 00		5 00
St. Urbain de Châteauguay.....	Châteauguay.....Q	93 00	50 00		
Ste. Ursule.....	Maskinongé.....Q	199 90	100 00		5 00
St. Valentin.....	St. Johns & Iberville.....Q	171 75	75 00	20 00	5 00
St. Valère de Bulstrode.....	Drummond & Arthabaska.....Q	114 87	62 00		5 00
St. Valérien.....	Shefford.....Q	206 10	110 00		10 00
St. Valérien de Rimouski.....	Rimouski.....Q	76 50	30 00		
St. Vallier Station.....	Bellechasse.....Q	98 59	58 00		5 00
Ste. Véronique.....	Labelle.....Q	38 81	25 00		
Ste. Victoire.....	Richelieu.....Q	90 00	48 00		
St. Victor Station.....	Beauce.....Q	112 54	\$50 00		
St. Vital.....	Provencher.....M	25 19	25 00		
St. Vital East.....	Provencher.....M	4 20	25 00		
St. Yvon.....	Gaspé.....Q	49 26	25 00		
St. Zénon.....	Berthier.....Q	71 00	25 00		
St. Zotique.....	Soulanges.....Q	89 60	40 00		
Sable.....	Middlesex, N.R.....O	63 74	40 00		
Sable River.....	Shelburne & Queen's N.S.....Q	117 58	72 00	16 00	5 00
Sable River, West.....	Shelburne & Queen's N.S.....Q	34 93	25 00		
Sabrevois.....	St. Johns & Iberville.....Q	155 00	72 00		5 00
Sacré Cœur de Marie.....	Mégantic.....Q	104 58	44 00		5 00
Sacred Heart.....	Alta.....Q	26 42	25 00		
Saddle Lake.....	Alta.....Q	54 45	35 00	8 00	
Sadowa.....	Victoria, N.R.....O	29 89	25 00		
Sahanatian.....	Muskoka & Parry Sd. O.....Q	13 00	25 00		
Sailor's Hope.....	King's.....P.E.I	13 96	25 00		
Saintfield.....	Ontario, S.R.....O	137 06	56 00		5 00
Saints Anges.....	Beauce.....Q	80 99	40 00		
Saintsbury.....	Middlesex, N.R.....O	19 25	25 00		
Salem.....	Wellington, C.R.....O	224 72	100 00		10 00
Salem.....	Albert.....N.B	13 00	25 00		
Salem.....	Cumberland.....N.S	22 15	25 00	3 00	
Salem.....	Yarmouth.....N.S	198 15	100 00		5 00
Salem Road.....	Cape Breton.....N.S	21 69	25 00		
Salford.....	Norfolk, N.R.....O	123 60	56 00		5 00
Salina.....	King's.....N.B	12 23	25 00		
Salisbury.....	Bruce, N.R.....O	26 00	25 00		
Salkeld.....	Charlotte.....N.B	23 75	25 00		
Salmo.....	Yale & Cariboo.....B.C	256 82	98 00		10 00
Salmon Bay.....	Chicoutimi & Saguenay.....Q	31 33	25 00		
Salmon Beach.....	Gloucester.....N.B	14 00	25 00		
Salmon Creek.....	Sunbury & Queen's.....N.B	30 71	25 00		
Salmondale.....	Sunbury & Queen's.....N.B	23 05	25 00		
Salmonhurst.....	Victoria.....N.B	79 40	28 00	5 00	
Salmon Point.....	Prince Edward.....O	42 01	25 00		
Salmon River.....	St. John.....N.B	39 91	25 00		
Salmon River.....	Cape Breton.....N.S	14 06	25 00		
Salmon River Lake.....	Guysborough.....N.S	22 61	25 00		
Saltford.....	Huron, W. R.....O	135 40	56 00		5 00
Saltoun.....	Assa. East.....Q	325 17	98 00		10 00

‡ Including \$24 for night allowance. § Including \$12 for night allowance.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salt Springs .....	King's.....N.B	26 75	25 00		
Salt Springs .....	Pictou.....N.S	113 25	52 00	7 00	5 00
Salt Springs .....	Antigonishe.....N.S	14 00	25 00	9 00	
Salt Springs Station .....	Cumberland.....N.S	52 96	28 00		
Sambo .....	Halifax.....N.S	193 69	70 00		5 00
Samson .....	Kent.....O	56 99	25 00		
Sanborn .....	Richmond & Wolfe.....Q	23 73	25 00		
Sancte Andrea .....	Assa. East.....O	5 00	25 00	3 00	
Sand Bay .....	Leeds, S.R.....O	10 00	25 00		
Sand Beach .....	Yarmouth.....N.S	3 00	25 00		
Sandfield .....	Algoma.....O	95 94	40 00		
Sandford .....	Ontario, N.R.....O	151 40	50 00		5 00
Sandford .....	Yarmouth.....N.S	62 05	35 00		
Sand Hill .....	Compton.....Q	30 75	25 00		
Sandhurst .....	Lennox.....O	65 04	30 00		
Sandilands .....	Provencher.....M	55 55	25 00		
Sand Lake .....	Muskoka & Parry Sd.....O	55 00	25 00		
Sandown .....	Prescott.....O	43 71	25 00		
Sand Point .....	Guysborough.....N.S	46 80	25 00		
Sand Point Road .....	St. John.....N.B	*			
Sandringham .....	Cornwall & Stormont.....O	77 51	44 00		
Sand River .....	Cumberland.....N.S	160 36	64 00		5 00
Sandwich .....	Vancouver.....B.C	157 57	68 00		5 00
Sandy Beach Centre .....	Gaspé.....Q	301 45	114 00		10 00
Sandy Bay .....	Macdonald.....M	12 20	25 00		
Sandy Point .....	Shelburne & Queen's.....N.S	139 70	56 00		5 00
Sangster .....	Addington.....O	18 20	25 00		
Capton .....	Selkirk.....M	41 99	25 00	1 25	
Saraguayville .....	Jacques Cartier.....Q	12 16	25 00		
Sarepta .....	Huron, S. R.....O	73 00	36 00		
Sargent .....	Northumberland.....N.B	3 00	25 00		
Sarginson .....	Hastings, N.R.....O	18 00	25 00		
Saron .....	Alta.....O	38 00	25 00		
Sarsfield .....	Russell.....O	219 17	72 00	7 30	5 00
Sartell .....	King's.....N.B	20 00	25 00		
Sarty's .....	Lunenburg.....N.S	12 00	25 00		
Saskatchewan Landing .....	Assa. West.....O	61 78	25 00		
Saturna .....	Vancouver.....B.C	112 98	36 00		
Sauble Falls .....	Bruce, N.R.....O	21 68	30 00		
Saulnierville .....	Digby.....N.S	254 60	100 00	1 13	10 00
Saulnierville Station .....	Digby.....N.S	42 25	25 00		
Sault à la Puce .....	Montmorency.....Q	34 00	25 00		
Saurin .....	Simcoe, N.R.....O	33 67	25 00		
Savage Harbour .....	King's.....P.E.I	12 00	25 00		
Savage's Mills .....	Shefford.....Q	40 00	28 00		
Savanne .....	Algoma.....O	460 70	†201 00		15 00
Savona .....	Yale & Cariboo.....B.C	226 54	†136 00		10 00
Savoy .....	Northumberland.....N.B	13 25	25 00		
Savoy Landing .....	Gloucester.....N.B	20 00	25 00		
Sayabec .....	Rimouski.....Q	345 28	132 00		15 00
Scadouc .....	Westmoreland.....N.B	18 25	25 00		
Scandinavia .....	Marquette.....M	40 34	25 00	3 00	
Scarborough Junction .....	York, E.R.....O	170 10	80 00		5 00
Scarsdale .....	Lunenburg.....N.S	40 00	25 00		
Scatarie Island .....	Cape Breton.....N.S	12 98	25 00		
**Schutt .....	Renfrew, S.R.....O	5 00	4 16		
Schyan .....	Pontiac.....Q	252 38	25 00		

\* For Revenue, &c., see Appendix C, under St. John Sub-Offices, &c.  
 † Including \$20 night allowance.

\*\* Opened 1-5-04. ‡ Including



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).		Forward Allow- ance.	Rent Allow- ance.
			\$	cts.		
Science Hill .....	Perth, S.R. ....	O	41	18	25 00	
Scierie Italienne .....	Labelle .....	Q	20	00	25 00	
Scotch Bay .....	Selkirk .....	M	27	20	25 00	
Scotch Block .....	Halton .....	O	32	25	25 00	
Scotchfort .....	Queen's East .....	P.E.I	9	75	25 00	
Scotch Hill .....	Inverness .....	N.S	11	09	25 00	
Scotch Lake .....	York .....	N.B	15	19	25 00	
*Scotch Lake .....	Cape Breton .....	N.S	20	35	10 41	
Scotch Line .....	Lanark, S.R. ....	O	69	03	26 00	
Scotch Ridge .....	Charlotte .....	N.B	20	95	25 00	
Scotch Road .....	Argenteuil .....	Q	50	00	25 00	
Scotch Settlement .....	Westmoreland .....	N.B	12	00	25 00	
Scotch Town .....	Sunbury & Queen's .....	N.B	23	25	25 00	
Scotch Weedon .....	Compton .....	Q	30	50	25 00	
Scotia .....	Muskoka & Parry Sd. ....	O	82	20	42 00	
Scotsburn .....	Pictou .....	N.S	24	50	25 00	
Scotsville .....	Inverness .....	N.S	22	00	25 00	3 00
Scott Brook .....	Charlotte .....	N.B	32	71	25 00	
Scott's Bay .....	King's .....	N.S	104	88	40 00	
Scott's Bay Road .....	King's .....	N.S	24	25	25 00	
Scottsmore .....	Missisquoi .....	Q	23	39	25 00	
Scottsville .....	Middlesex, S.R. ....	O	36	59	25 00	
Scribner .....	King's .....	N.B	11	00	25 00	
Scudder .....	Essex, S.R. ....	O	107	89	56 00	5 00
Scugog .....	Ontario, S.R. ....	O	49	95	25 00	
Seabright .....	Halifax .....	N.S	65	00	34 00	
Sea Cow Pond .....	Prince West. ....	P.E.I	12	21	25 00	
Sea Dog Cove .....	King's .....	N.B	7	00	25 00	
Seafoam .....	Pictou .....	N.S	21	12	25 00	
Seaforth .....	Halifax .....	N.S	79	86	34 00	
Seagrave .....	Ontario, S.R. ....	O	266	41	120 00	10 00
Sea Gull .....	Algoma .....	O	34	84	25 00	
Seal Cove .....	Charlotte .....	N.B	213	70	87 00	5 00
Seal Cove .....	Gaspé .....	Q	99	73	a36 00	
Seal Harbour .....	Guysborough .....	N.S	45	23	25 00	
Seal Island .....	Shelburne & Queen's .....	N.S	24	00	25 00	
Seamo .....	Selkirk .....	M	64	78	36 00	10 00
Scarletown .....	Prince East .....	P.E.I	73	25	25 00	
Sea Side .....	Restigouche .....	N.B	42	00	36 00	
Seaview .....	Richmond .....	N.S	7	50	25 00	
Seaview .....	St. John .....	N.B	3	00	25 00	
Sea View .....	Queen's West. ....	P.E.I	94	91	48 00	5 00
Seabright .....	Ontario, N.R. ....	O	168	00	66 00	5 00
Sechelt .....	Burrard .....	B.C	57	33	25 00	
Seckerton .....	Lambton, W.R. ....	O	86	85	40 00	
Second Falls .....	Charlotte .....	N.B	33	60	25 00	
Second Peninsula .....	Lunenburg .....	N.S	9	00	25 00	
Second Westcock .....	Westmoreland .....	N.B	1	00	25 00	
Seeburn .....	Marquette .....	M	12	20	25 00	
Seely .....	Muskoka & Parry Sd. ....	O	9	19	25 00	
Seeley's Cove .....	Charlotte .....	N.B	19	94	25 00	
Sefferensville .....	Lunenburg .....	N.S	20	00	25 00	
Selby .....	Lennox .....	O	171	74	71 00	5 00
Selden .....	Marquette .....	M	39	75	25 00	4 00
Selkirk Road .....	Queen's East .....	P.E.I	6	00	25 00	
Sellarville .....	Bonaventure .....	Q	29	26	25 00	
Selmah .....	Hants .....	N.S	160	00	60 00	5 00

\* Closed 1-10-03. Re-opened 1-2-04. a Including \$6 night allowance for winter 1903-04. b Opened 15-12-03 to 31-5-04 each year.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Selton.....	Elgin, W.R.....	O 137 00	50 00		
Selwood.....	Restigouche.....	N.B 18 50	25 00		
Selwyn.....	Peterborough, W.R.....	O 115 00	77 00	3 00	5 00
Semiwagan Ridge.....	Northumberland.....	N.B 2 00	25 00		
Seven Islands.....	Chicoutimi & Saguenay.Q	101 45	42 00		
Seven Mile Ridge.....	Restigouche.....	N.B 10 46	25 00		
Seven Persons.....	Assa. West	61 59	25 00		
Sevogle.....	Northumberland.....	N.B 25 00	25 00		
Sewell.....	Macdonald.....	M 9 00	30 00		
†Shad Bay.....	Halifax.....	N.S 6 00	10 41		
Shadeland.....	Lisgar.....	M 36 46	25 00		
Shady Nook.....	Renfrew, N.R.....	O 33 96	25 00		
Shag Harbour.....	Shelburne & Queen's.N.S	118 50	50 00		5 00
Shamrock.....	Renfrew, S.R.....	O 56 17	30 00	7 00	
Shamrock.....	Prince East.....	P.E.I 26 96	25 00		
Shanick.....	Hastings, N.R.....	O 37 68	25 00		
Shanklin.....	St. John.....	N.B 52 64	26 00		
Shanly.....	Grenville, S.R.....	O 158 69	56 00		5 00
Shannon.....	Sunbury & Queen's.N.R	74 75	28 00		
Shannon Hall.....	Muskoka & Parry Sd..C	13 00	25 00		
Shannonvale.....	Restigouche.....	N.B 14 00	25 00		
Shanty Bay.....	Simcoe, E.R.....	O 216 10	86 00	5 00	5 00
Sharp.....	King's.....	N.B 14 00	25 00		
*Sharp Corners.....	Lennox.....	O 15 65	20 83		
Sharpton.....	Frontenac.....	O 9 00	25 00		
Shawbridge.....	Terrebonne.....	Q 344 78	110 00	14 00	10 00
Shaw Brook.....	Westmoreland.....	N.B 6 85	25 00		
Shawenegan.....	Three Riv.&St.Maurice.Q	303 15	150 00	10 00	15 00
Shawigan Lake.....	Vancouver.....	B.C 165 00	80 00		5 00
†Shawenegan Junction.....	Champlain.....	Q 84 90	18 75		
Sheba.....	Sunbury & Queen's.N.B	23 96	25 00		
Shebeshkong.....	Muskoka & Parry Sd..O	24 00	25 00		
Shediak Bridge.....	Westmoreland.....	N.B 84 50	36 00	3 00	
Shediak River.....	Westmoreland.....	N.B 2 00	25 00		
Shediak Road.....	Westmoreland.....	N.B 32 00	25 00		
Sheenborough.....	Pontiac.....	Q 160 00	64 00	7 00	5 00
Sheffield.....	Wentworth N.&Brant.O	254 15	116 00		10 00
Sheffield Academy.....	Sunbury & Queen's.N.B	89 60	42 00		
Sheffield Mills.....	King's.....	N.S 217 96	60 00		5 00
Sheffield Mills Station.....	King's.....	N.S 9 00	2 08		
Sheffington.....	Shefford.....	Q 31 00	25 00		
Shefford Mountain.....	Shefford.....	Q 16 00	25 00		
Shefford Vale.....	Shefford.....	Q 18 94	25 00		
Sheguindah.....	Algoma.....	O 219 58	108 00	14 00	10 00
Sheho.....	Assa. East	325 55	49 50	1 00	2 50
Sheila.....	Gloucester.....	N.B 194 82	99 00		5 00
Sheldon.....	Cardwell.....	O 56 00	36 00		
Sheldrake.....	Chicoutimi & Saguenay.Q	27 89	25 00		
Shell Brook.....	Sask	133 36	25 00		
Shellmouth.....	Marquette.....	M 189 34	76 00	12 00	5 00
Shenley East.....	Beauce.....	Q 58 93	25 00		
Shenston.....	Algoma.....	O 29 39	25 00		
Shenstone.....	Albert.....	N.B 27 19	25 00		
**Shepard.....	Alta		3 00		
Shepody Road.....	King's.....	N.B 2 00	25 00		
Sheppardton.....	Huron, W.R.....	O 30 00	25 00		
Sheppardville.....	Brandon.....	M 11 03	25 00		
Sheridan.....	Halton.....	O 189 66	90 00		5 00

\* Opened 1-9-03. † Opened 1-10-03. ‡ Re-opened 1-2-04.

|| Opened 1-6-04.

\*\* Closed 22 9-03.



## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Sherlock .....	King's.....N.B.	8 60	25 00		
Sherman Road.....	Albert.....N.B.	11 00	25 00		
Sherrington .....	Laprairie & Napierville.Q	241 08	102 00		10 00
Sherwood .....	York, W.R.....O	43 18	25 00		
Sherwood Spring .....	Brockville.....O	43 00	25 00		
Shetland .....	Middlesex, W.R.....O	151 91	80 00		5 00
†Shields.....	Renfrew, N.R.....O	34 00	18 75		
Shipawake .....	Bonaventure.....Q	196 65	\$ 88 00		5 00
Shiloh .....	Wellington, S.R.....O	6 00	25 00		
Shilson .....	Brandon.....M	12 21	25 00		
Shinimecas Bridge .....	Cumberland.....N.S	73 75	30 00	3 00	
Shinnickburn .....	Northumberland.....N.B	21 75	25 00		
Shiperlay .....	Selkirk.....M	31 45	25 00		
Ship Harbour .....	Halifax.....N.S	243 94	80 00		5 00
Ship Harbour Lake .....	Halifax.....N.S	144 75	38 00	18 00	
Shipka .....	Middlesex, N.R.....O	89 25	46 00		5 00
Shipley .....	Wellington, N.R.....O	27 50	25 00		
×Shippigan Gully .....	.....N.B.	5 00	2 03		
Shippigan Island.....	Gloucester.....N.B	42 75	25 00		
†Shipshaw.....	Chicoutimi & Saguenay.Q	12 25	12 50		
Shirley .....	Ontario, S.R.....O	13 00	25 00		
Shirley .....	Vancouver.....B.C	30 36	25 00		
Shirley Settlement .....	Sunbury & Queen's.....N.B	2 00	25 00		
Shogamoc .....	York.....N.B	22 71	25 00		
Shopland .....	Vancouver.....B.C	30 27	44 00		
Short Beach .....	Yarmouth.....N.S	31 00	25 00		
Shortholme .....	Sunbury & Queen's.....N.B	16 25	25 00		
Shortreed .....	New Westminster.....B.C	51 95	25 00		
Shouldice .....	Grey, N.R.....O	15 00	25 00		
Shrewsbury .....	Argenteuil.....Q	60 90	25 00		
Shrigley .....	Grey, E.R.....O	62 00	32 00		
Shrubland .....	Brandon.....M		25 00		
Shulie .....	Cumberland.....N.S	239 36	70 00		5 00
Shunacadie .....	Cape Breton.....N.S	30 95	25 00	3 00	
Shuswap .....	Yale & Cariboo.....B.C	129 40	\$ 67 00		5 00
Sicamous .....	Yale & Cariboo.....B.C	306 49	145 00		15 00
Sidley .....	Yale & Cariboo.....B.C	244 28	114 00		10 00
Sidney Crossing .....	Hastings, W.R.....O	100 80	25 00		
Siegas .....	Victoria.....N.B	57 44	25 00		
Sifton .....	Marquette.....M	296 84	112 00		10 00
Siglunes .....	Selkirk.....M	15 00	25 00		
Sight Point .....	Inverness.....N.S	6 00	25 00		
Signal .....	Chicoutimi & Saguenay.Q	40 75	25 00		
Silcoate .....	Grey, N.R.....O	37 17	25 00		
Sillery .....	Quebec.....Q	154 50	63 00		5 00
Sillikers .....	Northumberland.....N.B	32 00	25 00		
Sillsville .....	Lennox.....O	36 15	25 00		
Siloam .....	Ontario, W.R.....O	72 64	25 00		
Silton .....	Assa. West.....	24 34	25 00		
Silver Beach .....	Victoria.....N.B	7 20	25 00		
Silver Creek .....	Marquette.....M	8 25	25 00		
Silver Creek .....	Yale & Cariboo.....B.C	48 95	25 00		
Silverdale .....	Lincoln & Niagara.....O	36 71	25 00		
Silverdale .....	New Westminster.....B.C	44 00	30 00		
Silverdale Station.....	Lincoln & Niagara.....O	62 73	36 00	7 00	
Silver Hill .....	Norfolk, S.R.....O	91 00	40 00	4 00	
Silver Lake .....	Victoria, N.R.....O	20 00	25 00		

† Late Muskrat Lake, 1-11-03.

‡ Including \$12 night allowance.

× Opened 1 6-04.

‡ Opened 1-1-04.

\$ Including \$18 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Reft Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Silver Plains.....	Provencher.....M	66 26	34 00	4 00	
Silver Water.....	Algoma.....O	62 21	40 00	5 00	
Simard.....	Chicoutimi & Saguenay Q	37 73	25 00		
†Simcoe Island.....	Frontenac.....O	6 00	4 16		
Simmons.....	Wright.....Q	45 00	26 00		
*Simpson Corner.....	Lunenburg.....N.S	28 83	20 83		
Sinclair.....	Brandon.....M	25 74	25 00		
Sinclair.....	Yale & Cariboo.....B.C	22 95	25 00		
Sinclair Station.....	Brandon.....M	325 46	94 00	5 00	10 00
Sinclairville.....	Wentworth, S.R.....O	52 00	25 00		
Sine.....	Hastings, N.R.....O	83 89	33 00	5 00	
Sinnott's Road.....	King's.....P.E.I	15 21	25 00		
†Sion.....	Alta.....	6 00	4 16		
Sirdar.....	Yale & Cariboo.....B.C	161 74	88 00		5 00
Sissiboo Falls.....	Digby.....N.S	14 98	40 00		
Sisson Ridge.....	Victoria.....N.B	9 50	25 00		
Six Mile Brook.....	Pictou.....N.S	24 00	25 00		
Six Mile Road.....	Cumberland.....N.S	16 00	25 00		
†Six Mile Lake.....	Muskoka & Parry Sd.....O	5 00	25 00		
Six Nations.....	Haldimand & Monck.....O	39 04	25 00		
Six Portages.....	Wright.....Q	50 89	25 00		
Six Roads.....	Gloucester.....N.B	39 50	25 00	3 00	
Sixteen Island Lake.....	Argenteuil.....Q	114 50	44 00		
Skafse.....	Alta.....	59 57	25 00	3 32	
Skalholt.....	Macdonald.....M	11 00	25 00		
Skaro.....	Alta.....	a 7 00			
Skibo.....	Algoma.....O	25 71	25 00		
Skibbereen.....	Assa. West.....	67 26	30 00		
Skidegate.....	Burrard.....B.C	38 45	25 00		
Skinner's Pond.....	Prince West.....P.E.I	21 96	25 00		
Skipness.....	Bruce, N.R.....O	13 00	25 00		
Skir-Dhu.....	Victoria.....N.S	26 45	25 00		
Skull Creek.....	Assa. West.....	55 14	25 00		
Skye.....	Prescott.....O	44 04	25 00		
Sky Glen.....	Inverness.....N.S	14 50	\$31 00		
Sky Mountain.....	Inverness.....N.S	17 75	25 00		
Slate Falls.....	Addington.....O	18 75	25 00		
Slate River Valley.....	Algoma.....O	50 60	25 00		
Slatington.....	Richmond & Wolfe.....Q	22 46	25 00	3 00	
Sleswick.....	Cardwell.....O	23 72	25 00		
Slocan Junction.....	Yale & Cariboo.....B.C	125 04	55 00		5 00
Slugget.....	Vancouver.....B.C	26 40	25 00		
Sluce Point.....	Yarmouth.....N.S	36 63	25 00		
Smithdale.....	Simcoe, N.R.....O	62 79	28 00		
Smithfield.....	Northumberland, E.R.....O	201 00	78 00		5 00
Smithfield.....	Guysborough.....N.S	40 75	43 00		
Smith's.....	Westmoreland.....N.B	100 81	90 00		10 00
Smith's Corner.....	Kent.....N.B	28 00	25 00		
Smith's Corners.....	Pontiac.....Q	28 75	25 00		
Smith's Cove.....	Digby.....N.S	163 69	88 00		5 00
Smith's Creek.....	King's.....N.B	14 25	25 00		
Smith's Mills.....	Stanstead.....Q	218 51	104 00	7 00	10 00
Smith Town.....	King's.....N.B	22 76	25 00		
Smithsville.....	Shelburne & Queen's.....N.S	38 75	25 00		
Smoky Falls.....	Nipissing.....O	68 00	30 00		
Snake Creek.....	Marquette.....M	29 00	25 00		
Snake River.....	Renfrew, N.R.....O	79 73	40 00		

\* Opened 1-9-03.

† Opened 1-5-04.

‡ Summer office.

§ Including \$6 night allowance.

| Including \$18 night allowance.

a Credit for new office not yet opened.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Snelgrove.....	Peel.....	O 95 72	44 00	10 00	
Snider Mountain.....	King's.....	N.B. 12 96	25 00	3 00	
Snider's Corners.....	Halton.....	O 76 00	30 00		
Snow Flake.....	Lisgar.....	M 527 28	214 00	9 00	20 00
Snowville.....	Algoma.....	O 35 87	25 00		
Snyder.....	Welland.....	O 106 22	44 00		
Soapstone Mine.....	Inverness.....	N.S. 26 00	25 00		
Sober Island.....	Halifax.....	N.S. 44 34	**33 00		
*Soda Lake.....	Alta.....	48 75	16 66		
Sointula.....	Burrard.....	B.C. 136 89	34 00		
Solheima.....	Alta.....	16 25	25 00		
Soldier's Cove.....	Richmond.....	N.S. 47 15	25 00		
Solina.....	Durham, W.R.....	O 240 00	106 00		10 00
Sollmann.....	Alta.....	\$ 6 00			
Solmesville.....	Prince Edward.....	O 47 00	36 00		
Solway.....	Bruce, E.R.....	O 30 00	26 00		
Somenos.....	Vancouver.....	B.C. 225 56	110 00		10 00
Somerville.....	Carleton.....	N.B. 126 00	46 00	38 00	5 00
Sonora.....	Guysborough.....	N.S. 241 00	108 00		10 00
Sonya.....	Ontario, N.R.....	O 187 32	75 00	7 00	5 00
Sooke.....	Vancouver.....	B.C. 25 41	25 00		
Soperton.....	Leeds, S.R.....	O 46 00	25 00		
Sorrel Ridge.....	Charlotte.....	N.B. 14 00	25 00		
Sourisford.....	Brandon.....	M 25 95	25 00		
Souris-West.....	King's.....	P.E.I. 154 00	52 00		5 00
South.....	Lunenburg.....	N.S. 34 00	25 00		
†South Alton.....	King's.....	N.S. 13 98	25 00		
Southampton.....	York.....	N.B. 34 83	25 00		
Southampton.....	King's.....	P.E.I. 6 00	25 00		
South Augusta.....	Grenville, S.R.....	O 207 59	90 00		10 00
South Bar of Sidney-River.....	Cape Breton.....	N.S. 58 50	25 00		
South Barnston.....	Stanstead.....	Q 81 00	25 00		
South Bay.....	Prince Edward.....	O 109 25	37 00	5 00	
South Bay.....	St. John.....	N.B. 21 90	25 00		
South Bay.....	Victoria.....	N.S. 99 71	††68 00		
South Bay-Mouth.....	Algoma.....	O 57 95	25 00		
South Beach.....	Gaspé.....	Q 10 00	25 00		
South Bolton.....	Brome.....	Q 158 58	55 00	8 00	5 00
South Branch.....	Colchester.....	N.S. 46 71	25 00		
South Branch (Ken).....	King's.....	N.B. 15 00	25 00		
South Branch of St. Nicholas-River.....	Kent.....	N.B. 64 00	36 00		
South Brook.....	Cumberland.....	N.S. 31 67	25 00		
South Canaan.....	Yarmouth.....	N.S. 6 00	2 08		
South Cayuga.....	Haldimand & Monck.....	O 142 62	72 00		5 00
South Clones.....	Sunbury & Queen's.....	N.B. 12 00	25 00		
Southcote.....	Wentworth, N. & Brant.....	O 23 96	25 00		
South Cove.....	Victoria.....	N.S. 35 21	25 00		
South Dudswell.....	Richmond & Wolfe.....	Q 69 75	25 00		
South Dummer.....	Peterborough, E.R.....	O 46 00	36 00		
South East Passage.....	Halifax.....	N.S. 31 75	25 00		
South Ely.....	Shefford.....	Q 18 73	25 00		
South End.....	Welland.....	O 119 00	66 00		5 00
South Esk.....	Northumberland.....	N.B. 27 00	25 00		
†Southfield.....	King's.....	N.B. 21 96	25 00		
South Forks.....	Assa. West.....	\$ 3 00			
South Gate.....	Middlesex, E.R.....	O 21 75	25 00		
South Gloucester.....	Russell.....	O 45 00	25 00	3 00	

\*Opened 1-11-'03. †Late Beech Hill. ||Opened 1-6-'04. \$Credit for new office not yet opened. †Late Campbell Settlement. \*\* Including \$8 night allowance. ††Including \$12 night allowance.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Gordonsville.....	Carleton..... N.B.	20 00	25 00		
South Gower.....	Grenville, N.R..... O	68 30	32 00		
South Granby.....	Shefford..... Q	12 00	25 00		
South Granville.....	Queen's West..... P.E.I	16 17	25 00		
South Greenwood.....	King's..... N.S	25 00	25 00		
South Gut of St. Ann's.....	Victoria..... N.S	45 98	25 00	22 00	
South Ham.....	Richmond & Wolfe..... Q	145 00	72 00		5 00
*South Harmony.....	King's..... N.S	14 33	20 83		
South Highlands.....	Inverness..... N.S	7 00	25 00		
South Knowlesville.....	Carleton..... N.B	21 00	25 00		
South Lake.....	Leeds, S.R..... O	25 00	25 00		
South Lake.....	King's..... P.E.I	14 00	25 00		
South Lancaster.....	Glengarry..... O	121 00	80 00		5 00
South Lochaber.....	Guysborough..... N.S	45 80	\$31 00	3 00	
South Maitland.....	Hants..... N.S	206 00	**92 00		5 00
South March.....	Carleton..... O	189 86	78 00	24 00	5 00
South McLellan's Mountain.....	Pictou..... N.S	13 20	25 00		
†South Melfort.....	Sask.....	30 63	18 75		
South Melville.....	Prince East..... P.E.I	18 71	25 00		
South Middleton.....	Norfolk, S.R..... O	106 00	†70 00		5 00
South Monaghan.....	Peterborough, W.R..... O	134 62	65 00	7 00	5 00
South Morland.....	Guysborough..... N.S	15 00	25 00		
South Nelson Road.....	Northumberland..... N.B	19 23	25 00	65 00	
South Newbridge.....	Carleton..... N.B	13 00	25 00		
South Pender.....	Vancouver..... B.C	34 13	25 00		
Southport.....	Queen's East..... P.E.I	84 05	44 00	14 00	
South Port Morien.....	Cape Breton..... N.S	27 25	25 00		
South Range.....	Digby..... N.S	34 69	25 00		
South Rawdon.....	Hants..... N.S	120 88	50 00		5 00
South River.....	Gloucester..... N.B	54 75	25 00		
South River Lake.....	Guysborough..... N.S	38 25	25 00		
South Roxton.....	Shefford..... Q	254 66	112 00		10 00
South Salt Springs.....	Antigonishe..... N.S	6 00	25 00		
†South Scott Bay.....	King's..... N.S	6 00	12 50		
South Side Basin of River Dennis.....	Inverness..... N.S	165 25	*82 00		5 00
South Sherbrooke.....	Sherbrooke..... Q	100 00	2 08		
South Side of Baddeck River.....	Victoria..... N.S	30 00	25 00		
South Side of Boulardarie.....	Victoria..... N.S	24 73	25 00		
South Side of Whycocomagh Bay.....	Inverness..... N.S	11 94	25 00		
South Stukeley.....	Shefford..... Q	234 00	106 00		10 00
South Tilley.....	Victoria..... N.B	22 95	25 00		
South Trenont.....	King's..... N.S	28 00	25 00		
South Uniacke.....	Hants..... N.S	107 98	30 00		
South Vale.....	Colchester..... N.S	17 00	25 00		
South Vancouver.....	Burrard..... B.C	85 73	40 00		
South Victoria.....	Cumberland..... N.S	31 05	25 00		
Southville.....	Digby..... N.S	10 00	25 00		
South Wallace.....	Cumberland..... N.S	27 75	25 00		
South Wellington.....	Vancouver..... B.C	114 50	30 00		5 00
South West.....	Prince West..... P.E.I	18 21	25 00		
South West Margaree.....	Inverness..... N.S	78 95	a48 00	3 00	
South West Point.....	Chicoutimi & Saguenay Q	8 45	25 00		
South West Port Hood.....	Inverness..... N.S	40 52	25 00		
South West Port Mouton.....	Shelburne & Queen's N.S	18 98	25 00		
South West Ridge.....	Inverness..... N.S	10 00	25 00		
Southwold Station.....	Elgin, W.R..... O	195 93	90 00		10 00

\*Opened 1-9-'03. †Opened 1-10-'03. ‡Opened 1-1-'04. || Opened 1-6-'04. §Including \$6 night allowance. \*\*Including \$12 night allowance. ††Including \$10 night allowance. ¶ Including \$16 night allowance. a Including \$6 night allowance. b Including \$2 arrears.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
South Zorra.....	Oxford, N.R.....	O 45 65	25 00		
Sowerby.....	Algoma.....	O 110 00	44 00	4 00	5 00
Spallumcheen.....	Yale & Cariboo.....	B. C 35 00	25 00		
Spanish River Station.....	Nipissing.....	O 317 86	114 00		10 00
Spanish Ship Bay.....	Guysboro.....	N. S 86 71	33 00		
Sparrow Lake.....	Ontario, N.R.....	O 87 59	38 00		
Sparwood.....	Yale & Cariboo.....	B. C 70 24	25 00		
Spa Springs.....	Annapolis.....	N. S 43 74	28 00		
Speedside.....	Wellington, S.R.....	O 38 00	25 00		
Speerville.....	Carleton.....	N. B 12 00	25 00		
Speight's Corner.....	Sunbury & Queen's.....	N. B 7 00	25 00		
Spence.....	Muskoka & Parry Sd.....	O 82 90	36 00	6 00	
Spence.....	Westmoreland.....	N. B 26 57	25 00		
Spencer's Island.....	Cumberland.....	N. S 155 92	78 00		5 00
Speyside.....	Halton.....	O 25 84	25 00		
Spices.....	Wellington, C.R.....	O 10 13	25 00		
Sprague.....	Provencher.....	M 83 56	44 00		
Spring Bank.....	Alta.....	38 75	25 00		
Springbank.....	Middlesex, N.R.....	O 107 16	48 00		5 00
Spring Bay.....	Algoma.....	O 32 71	25 00		
Springbrook.....	Dorchester.....	Q 31 75	25 00		
Spring Coulee.....	Alta.....	83 70	38 00		
Springdale.....	Digby.....	N. S 23 17	25 00		
Springfield.....	Selkirk.....	M 59 20	36 00		
Springfield.....	York.....	N. B 16 25	25 00		
Springfield.....	Prince East.....	P. E. I 40 50	25 00		
Springhaven.....	Yarmouth.....	N. S 19 20	25 00		
Spring Hill.....	Russell.....	O 41 00	25 00		
Spring Hill.....	Compton.....	Q 94 71	50 00	3 00	5 00
Spring Hill.....	York.....	N. B 38 90	25 00		
† Spring Lake.....	Alta.....	50 00	8 33		
Springmount.....	Gray, N.R.....	O 35 00	25 00		
Spring Road.....	Sherbrooke.....	Q 18 23	25 00		
Springside.....	Assa East.....	†10 00			
Springtown.....	Renfrew, S.R.....	O 57 42	25 00		
Springvale.....	Norfolk, S.R.....	O 154 37	60 00		5 00
Spring Valley.....	Brockville.....	O 428 67	190 00		20 00
Spring Valley.....	Prince East.....	P. E. I 21 00	25 00		
Springville.....	Peterborough, W.R.....	O 75 00	28 00		
Springville.....	Pictou.....	N. S 122 67	56 00		5 00
Spruce Creek.....	Marquette.....	M 20 00	25 00		
Sprucegrove.....	Alta.....	92 76	42 00		
Spruce Lake.....	St. John.....	N. B 9 00	25 00		
Spry.....	Bruce, N.R.....	O 121 30	44 00	8 00	
Spry Bay.....	Halifax.....	N. S 227 26	\$108 00	7 00	5 00
Spry Harbour.....	Halifax.....	N. S 73 00	=40 00		
Spuzzum.....	Yale & Cariboo.....	B. C 56 96	25 00		
Spy Hill.....	Assa, East.....	63 60	30 00		
Squamish.....	Burrard.....	B. C 74 59	35 00	0 63	
Stadacona.....	Quebec East.....	Q 47 00	25 00		
Staffa.....	Perth, S.R.....	O 215 56	92 00		5 00
Stafford.....	Renfrew, N.R.....	O 46 54	25 00		
Stagsburn.....	Wright.....	Q 28 75	25 00		
Stake Road.....	Cumberland.....	N. S 25 00	25 00		
Stanbridge Station.....	Missisquoi.....	Q 204 07	130 00	158 00	5 00
Stanburn.....	Lunenburg.....	N. S 10 00	25 00		
Stanbury.....	Missisquoi.....	Q 32 75	25 00		

† Opened 1-3-'04.

‡ Credit for new office not yet opened.

§ Including \$18 night allowance.

= Including \$12 night allowance.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stanchel .....	Prince East .....	P.E.I. 22 50	25 00		
Stand Off .....	Alta .....	83 25	25 00		
Standon .....	Dorchester .....	Q 206 66	150 00	42 00	10 00
*Staney Brae .....	Simcoe, E.R. ....	O 135 65	30 00		
Stanhope .....	Stanstead .....	Q 98 95	40 00		
Stanhope .....	Queen's East .....	P.E.I. 24 25	25 00		
Stanley .....	Yale & Cariboo .....	B.C. 211 17	60 00		5 00
Stanley .....	Algoma .....	O 19 70	25 00	15 00	
Stanley .....	Cumberland .....	N.S. 24 25	25 00		
Stanleydale .....	Muskoka & Parry Sd. ....	O 23 00	25 00		
Stanley House .....	Muskoka & Parry Sd. ....	O 77 20	38 00		
Stanley Section .....	Lunenburg .....	N.S. 32 00	25 00		
Stanley's Corners .....	Carleton .....	O 61 97	34 00		
Stanley's Mills .....	Peel .....	O 32 15	25 00		
Stanstead Junction .....	Stanstead .....	Q 178 55	99 00	18 00	10 00
Stanton .....	Simcoe, S.R. ....	O 195 89	100 00		5 00
Stanwood .....	Northumberland, E.R. ....	O 61 92	32 00		
Stanwood's Beach .....	Yarmouth .....	N.S. 20 00	25 00		
Stapledon .....	Carleton .....	O 69 82	30 00		
Staple's Brook .....	Colchester .....	N.S. 21 75	25 00		
Star .....	Cardwell .....	O 28 00	25 00		
Star .....	Alta .....	168 60	68 00		5 00
Starbuck .....	Selkirk .....	M 364 78	134 00	4 00	15 00
Star City .....	Sask .....	214 82	52 00	1 25	5 00
Stardale .....	Prescott .....	O 62 22	25 00	5 00	
Starkey's .....	Sunbury & Queen's .....	N.B. 74 18	28 00		
Starks Corners .....	Pontiac .....	Q 105 00	45 00		5 00
Starkville .....	Durham, W.R. ....	O 31 00	25 00		
Starnesborough .....	Huntingdon .....	Q 65 91	26 00		
Starrat .....	Muskoka & Parry Sd. ....	O 26 69	25 00		
Stavely .....	Alta .....	395 14	25 00		
Staynerville .....	Argenteuil .....	Q 88 25	36 00	2 25	
Steam Mill Village .....	King's .....	N.S. 87 00	44 00		
Steele's Lake .....	Cape Breton .....	N.S. 7 00	25 00		
Steel's .....	Pontiac .....	Q 11 00	25 00		
Steenburg .....	Hastings, N.R. ....	O 104 12	50 00		
Steep Creek .....	Sask .....	39 50	25 00		
Steep Creek .....	Guysborough .....	N.S. 12 20	25 00		
Steerford .....	Assa. West .....	15 00	25 00		
Steevescote .....	Albert .....	N.B. 18 00	25 00		
Steeve's Mountain .....	Westmoreland .....	N.B. 21 00	25 00		
Steeve's Settlement .....	Westmoreland .....	N.B. 37 23	25 00		
Stenson .....	Richmond & Wolfe .....	Q 28 75	25 00		
Stepney .....	Prescott .....	O 107 09	25 00		
Stephenfield .....	Lisgar .....	M 49 18	25 00		
Stevenson .....	Kent .....	O 99 95	76 00		
Stewart .....	Kent .....	O 81 00	56 00		
Stewart Bay .....	Muskoka & Parry Sd. ....	O 29 00	25 00		
Stewartdale .....	Inverness .....	N.S. 21 25	133 00		
Stewarton .....	King's .....	N.B. 33 50	25 00		
Stewart River .....	Yukon Territory .....	37 90	+		
Stewartville .....	Renfrew, S.R. ....	O 39 67	25 00		
Stewiacke Cross Roads .....	Colchester .....	N.S. 87 25	44 00	7 00	
Stickney .....	Carleton .....	N.B. 64 25	33 00		
Stiles Village .....	Westmoreland .....	N.B. 15 00	25 00		
Stillman .....	Pictou .....	N.S. 44 25	25 00		
Still Water .....	Guysborough .....	N.S. 92 87	36 00	18 00	

\* Late Foote's Bay. † Including \$36 night allowance. Summer office. ‡ Including \$8 night allowance.  
 † Salary, &c., entered in Auditor General's Report.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stirling.....	Richmond.....N.S.	15 00	25 00		
Stirling.....	Alta.....	318 50	130 00		10 00
Stirling Brook.....	Hants.....N.S.	70 71	30 00		
Stirling Falls.....	Muskoka & Parry Sd..O	33 95	25 00		
Stobie Mine.....	Nipissing.....O	79 00	84 00		5 00
Stockdale.....	Northumberland, E..R.O	63 00	30 00		
*Stockholm.....	Assa. East.....	47 00	6 25		
Stockwell.....	Chateauguay.....Q	29 98	25 00	3 00	
Stoddarts.....	Annapolis.....N.S.	31 75	25 00		
Stoke Centre.....	Richmond & Wolfe...Q	128 90	45 00		5 00
Stokes Bay.....	Bruce, N.R.....O	148 67	56 00	10 00	5 00
Stonefield Heights.....	Argenteuil.....Q	18 07	25 00		
Stoneham.....	Quebec.....Q	31 36	25 00	3 00	
Stonehaven.....	Gloucester.....N.B.	105 87	50 00		5 00
Stone House.....	Cumberland.....N.S.	35 50	25 00		
Stoneleigh.....	Ontario, N.R.....O	17 50	25 00		
Stone Quarry.....	Welland.....O	59 20	42 00		
Stone Ridge.....	York.....N.B.	33 75	25 00		
Stony Beach.....	Assa. West.....	44 40	25 00		
Stony Creek.....	Albert.....N.B.	16 00	25 00		
Stony Island.....	Shelburne & Queen's N.S.	65 96	30 00		
†Stony Lake.....	Peterborough, E.R....O	160 00	72 00		5 00
Stony Mountain.....	Selkirk.....M	331 40	130 00		10 00
Stony Plain.....	Alta.....	83 00	44 00	6 7 17	
Stony Point.....	Essex, N.R.....O	41 00	40 00	22 00	
Stoneywood.....	Wellington, N.R....O	29 25	25 00		
Storie.....	Muskoka & Parry Sd..O	9 50	25 00		
Storment.....	Guysborough.....N.S.	39 20	a 37 00		
Stornoway.....	Compton.....Q	141 44	64 00	3 00	5 00
Stornoway.....	Assa. East.....	20 00	25 00		
Straffordville.....	Elgin, E.R.....O	340 82	\$144 00		10 00
†Straiton.....	New Westminster...B.C.	28 16	10 41		
Strange.....	York, N.R.....O	82 02	40 00		
Strasburg.....	Waterloo, S.R.....O	74 02	56 00		
Strassburg.....	Assa. West.....	56 98	25 00		
Stratford Centre.....	Richmond & Wolfe...Q	138 91	60 00		5 00
Strathadam.....	Northumberland...N.B.	21 21	25 00		
Strathavon.....	Grey, N.R.....O	124 09	56 00		5 00
Strathburn.....	Middlesex, W.R....O	103 61	58 00		5 00
Strathcarroll.....	Assa. East.....	41 52	25 00		
Strathewen.....	Selkirk.....M	20 00	25 00		
Strathmore.....	Cornwall & Stormont..O	34 86	25 00		
Strathnairn.....	Grey, E.R.....O	22 11	25 00		
Strathtay.....	Renfrew, S.R.....O	25 50	25 00		
Street's Ridge.....	Cumberland.....N.S.	28 48	25 00		
Stromness.....	Haldimand & Monck..O	115 06	50 00		5 00
Stronach Mountain.....	Annapolis.....N.S.	32 15	25 00		
†Strong.....	Muskoka & Parry Sd..O	13 50	8 33		
Stuartburn.....	Provencher.....M	445 26	154 00		15 00
Stubb's Bay.....	Pontiac.....Q	117 08	56 00		
Sturgeon.....	Queen's East.....P.E.I	86 88	26 00		
Sturgeon Bay.....	Simcoe, E.R.....O	55 92	44 00		
†Sturgeon Point.....	Victoria, N.R.....O	345 00	123 00		5 00
Suffield.....	Sherbrooke.....Q	42 50	26 00		
Suffolk Station.....	Queen's East.....P.E.I	12 23	25 00		
†Sugar Camp.....	Inverness.....N.S.	13 00	12 50		
Sugar Loaf.....	Victoria.....N.S.	25 67	25 00		
Sumas.....	New Westminster...B.C.	100 90	52 00		5 00

† Summer office.

† Opened 1-1-04.

† Opened 1-2-04.

† Opened 1-3-04.

\* Opened 1-4-04.

a Including \$12 night allowance.

§ Including \$18 night allowance.

(b) Including 17 cts. arrears.



SESSIONAL PAPER No. 24

APPENDIX D—Continued.

Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Summerberry.....	Assa. East	272 20	60 00		5 00
Summerfield.....	Carleton. N.B.	25 00	25 00		
Summerhill.....	Huron, S.R.	35 00	25 00		
Summer Hill.....	Sunbury & Queen's...N.B.	40 75	25 00		
Summerlea.....	Jacques Cartier	79 00	25 00		
Summerstown.....	Glengarry	293 78	140 00		10 00
Summerstown Station.....	Glengarry	150 39	72 00	6 75	5 00
* Summerview.....	Alta	9 00	6 25		
Summerville.....	Peel	102 44	70 00		5 50
Summerville.....	King's P.E.I.	38 00	25 00		
Summerville Centre.....	Shelburne & Queen's N.S.	32 80	25 00		
Sumner.....	Assa. East	67 26	28 00	12 00	
Sunbury.....	Frontenac	100 37	50 00		
Sunbury.....	New Westminster. B.C.	46 61	25 00		
Sundridge.....	Pictou N.S.	15 23	25 00		
Sunnidale.....	Simcoe, N.R.	34 35	25 00		
Sunnidale Corners.....	Simcoe, N.R.	87 85	44 00		
Sunny Bank.....	Gaspé	25 00	25 00		
Sunny Brae.....	Westmoreland. N.B.	45 40	25 00		
Sunnybrae.....	Pictou. N.S.	248 64	90 00	27 00	10 00
Sunnymead.....	Assa. East	43 29	25 00		
** Sunnyslope.....	Alta	67 00	14 58		
Sunnyside.....	Pontiac. Q.	110 00	106 00		10 00
Sunnyside.....	King's. N.S.	6 00	25 00		
Sunnyside.....	Restigouche. N.B.	13 00	25 00		
Sunrise.....	Victoria N.S.	16 00			
Sunshine.....	Huron, E.R.	3 00	25 00		
Surette Island.....	Yarmouth N.S.	47 24	25 00		
Surrey.....	Albert N.B.	320 84	138 00		15 00
Surrey Centre.....	New Westminster. B.C.	64 00	30 00		
Sussex Corner.....	King's. N.B.	170 44	86 00		5 00
Sussex Portage.....	King's. N.B.	9 00	25 00		
† Sutherland.....	Antigonishe N.S.	17 50	16 66		
Sutherland's River.....	Pictou. N.S.	31 21	25 00		
Suthwyn.....	Selkirk. M.	14 00	25 00		
Sutorville.....	Lambton, E.R.	85 50	34 00		
Sutton.....	St. John N.B.	64 85	26 00		
Swan Creek.....	Sunbury & Queen's. N.B.	32 50	25 00		
Swansburg.....	Shelburne & Queen's N.S.	33 00	25 00		
Swearburg.....	Oxford, S.R.	118 29	58 00		5 00
Sweenyville.....	Kent N.B.	16 00	25 00		
Sweet's Corners.....	Hants N.S.	47 00	25 00		
Sweet's Corners.....	Leeds, S.R.	46 46	30 00		
Swindon.....	Muskoka & Parry Sd. O.	19 00	25 00		
Swinton Park.....	Grey, E.R.	98 96	44 00		
Switzerville.....	Lennox	15 00	25 00		
Sydenham Place.....	Drummond & Artha'ka. Q.	71 10	36 00		
Sydney Forks.....	Cape Breton N.S.	25 00	25 00	5 00	
Sydney River.....	Cape Breton. N.S.	25 64	25 00		
Sykeston.....	Lambton, W.R.	35 65	25 00		
Sylvan.....	Middlesex, N.R.	151 00	70 00	3 00	5 00
Sylvan Valley.....	Algoma	46 84	28 00		
Sylvan Valley.....	Antigonishe. N.S.	21 50	25 00		
Sylvester.....	Pictou. N.S.	28 77	25 00		
Syton.....	Albert. N.B.	2 00	25 00		
Sypher's Cove.....	Sunbury & Queen's. N.B.	12 25	25 00		

\* Opened 1-4-'01. \*\* Opened 1-12-03. † Credit for new office not yet opened. ‡ Closed 1-3-04.

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>T</b> ABUCINTAC .....	Northumberland . . . N.B.	202 07	76 00	3 00	5 00
Tache, Station .....	Algoma. . . . . O	130 00	64 41 00		
Tadousac Ouest .....	Chicoutimi & Saguenay. Q	23 70	25 00		
Taillon .....	Chicoutimi & Saguenay. Q	73 20	25 00	1 00	
Twin .....	Norfolk, S.R. . . . . O	31 75	25 00		
Talbotville Royal .....	Elgin, W.R. . . . . O	131 12	62 00		5 00
Tamarisk .....	Marquette. . . . . M	11 70	25 00		
Tambling's Corners .....	Middlesex, S.R. . . . O	98 40	25 00		
Tancook Island .....	Lunenburg . . . . . N.S.	58 92	28 00		
Tancred .....	Lambton, E.R. . . . . O	14 13	25 00		
Tansley .....	Halton . . . . . O	38 50	25 00		
Tantallon .....	Halifax . . . . . N.S.	141 98	36 00		
Tantallon .....	Assa. East . . . . . O	340 17	40 00		
Tapley's Mills .....	Carleton . . . . . N.B.	8 00	25 00		
Tapleytown .....	Wentworth, S.R. . . . O	81 86	44 00		
Tarantum .....	Queen's East . . . . P.E.I.	3 00	25 00		
Tarbert .....	Wellington, N.R. . . . O	26 95	25 00		
Tarbot .....	Victoria. . . . . N.S.	25 50	\$ 31 00		
Tatamagouche Mountain .....	Colchester. . . . . N.S.	16 98	25 00		
Tatehurst .....	Chateauguay. . . . . Q	73 68	30 00		
Tatlock .....	Lanark, N.R. . . . . O	37 10	25 00	3 00	
Taunton .....	Ontario, S.R. . . . . O	70 70	30 00		
+Tay Falls .....	York. . . . . N.B.	5 00	6 25		
Taylor .....	Leeds, S.R. . . . . O	45 00	25 00		
Taylor's Head .....	Halifax . . . . . N.S.	43 46	26 00		
Taylor Village .....	Westmoreland . . . . N.B.	69 84	30 00		
*Taylorville .....	Russell. . . . . O	73 40	26 00	2 00	
Taylorville .....	Alta. . . . . O	53 69	25 00		
Tay Mills .....	York. . . . . N.B.	14 87	25 00		
Tay Settlement .....	York. . . . . N.B.	63 85	30 00		
Tayside .....	Cornwall & Stormont. . O	33 75	25 00		
Tecumseh .....	Essex, N.R. . . . . O	291 00	110 00	5 00	10 00
Teeterville .....	Norfolk, N.R. . . . . O	199 68	90 00		10 00
Tehkummah .....	Algoma. . . . . O	99 00	42 00	14 00	
Telfer .....	Middlesex, E.R. . . . O	14 00	25 00		
Telegraph Creek .....	Burrard. . . . . B.C.	68 70	25 00		
Telford .....	Pictou . . . . . N.S.	12 00	25 00		
+Temiskaming .....	Pontiac. . . . . Q	95 00	25 00		
Temperance Vale .....	York. . . . . N.B.	94 37	36 00	6 00	
Temperanceville .....	York, N.R. . . . . O	55 14	32 00		
Temple .....	York. . . . . N.B.	43 96	25 00		
Tempo .....	Middlesex, S.R. . . . . O	49 98	25 00	5 00	
Temagami .....	Nipissing. . . . . O	92 54	25 00		
**Tenby .....	Macdonald. . . . . M	25 00	4 16		
Tenby Bay .....	Algoma. . . . . O	47 38	36 00		
Tenecape .....	Hants. . . . . N.S.	90 21	46 00		5 00
Ten Mile Creek .....	St. John. . . . . N.B.	27 98	25 00		
Ten Mile House .....	Queen's East . . . . P.E.I.	13 23	25 00		
Tennant's Cove .....	King's. . . . . N.B.	19 25	25 00		
Tennyson .....	Lanark, S.R. . . . . O	8 00	25 00		
Terence Bay .....	Halifax . . . . . N.S.	13 20	\$\$\$1 00		
Terminus .....	Bothwell. . . . . O	9 00	25 00		
Terra Cotta .....	Peel. . . . . O	85 70	28 00	4 00	
Terra Nova .....	Simcoe, S.R. . . . . O	69 11	25 00		
Terra Nova .....	Cape Breton . . . . N.S.	19 20	25 00		

‡ Including \$6 night allowance.      b Including \$16 night allowance.      \* Late Ramsay's Corners.  
 † Opened 1-8-03, Summer Office.      \*\* Opened 1-5-04.      ‡ Opened 1-4-04.      §§ Including \$6 night allowance.  
 ¶ Salary entered in the Auditor General's Report.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Terra Nova.....	New Westminster....B.C.	106 50	64 00		5 00
Teston.....	York, W. R. ....O	29 75	25 00		
Tête à Gauche River (North).....	Gloucester.....N.B.	3 00	25 00		
Tête à Gauche River (South).....	Gloucester.....N.B.	24 00	25 00		
§ Tetreauville.....	Wright.....Q	34 04	10 41		
Teulon.....	Selkirk.....M	517 54	168 00	16 50	15 00
Teviotdale.....	Wellington, N.R. ....O	83 35	40 00		
Tewkesbury.....	Québec.....Q	7 00	25 00		
Texas River.....	York.....N.B.	18 75	25 00		
Thames Road.....	Perth, W. R. ....O	29 91	30 00		
Thanet.....	Hastings, N.R. ....O	15 83	25 00		
The Barony.....	York.....N.B.	23 67	25 00		
The Bluffs.....	King's.....N.B.	10 00	25 00		
The Falls.....	Colchester.....N.S.	71 72	30 00		
The Flats.....	Hastings, N.R. ....O	11 98	25 00		
The Gore.....	Middlesex, E.R. ....O	60 00	30 00		
The Grange.....	Cardwell.....O	10 48	25 00		
The Grant.....	King's.....N.B.	7 10	25 00		
The Grove.....	Middlesex, E.R. ....O	25 45	25 00		
The Gully.....	Northumberland, W.R. O	48 00	25 00		
The Hawk.....	Shelburne & Queen's..N.S.	31 91	25 00		
The Lake.....	Russell.....O	81 00	40 00		
The Landing.....	Macdonald.....M	181 55	54 00		5 00
The Lodge.....	Lunenburg.....N.S.	18 45	25 00		
The Long Stretch.....	Inverness.....N.S.	21 75	25 00		
The Maples.....	Wellington, C.R. ....O	16 46	25 00		
The Narrows.....	Selkirk.....M	48 85	25 00	6 00	
Theodore.....	Assa. East.....	153 27	33 00	6 00	
The Pas.....	Sask.....	67 80	25 00		
The Pines.....	Lennox.....O	17 00	25 00		
The Points, West Bay.....	Richmond.....N.S.	34 45	44 00		
The Quarries.....	Russell.....O	36 17	25 00		
The Range.....	Sunbury & Queen's..N.B.	54 25	25 00		
Thériault.....	Gloucester.....N.B.	21 71	25 00		
The Ridge.....	Hastings, N.R. ....O	46 52	25 00		
The Slash.....	Algoma.....O	15 50	25 00		
The Willows.....	Northumberland.....N.B.	22 75	25 00		
*Thibodeau.....	Lotbinière.....Q	40 25	12 50		
Thingvalla.....	Assa. East.....	11 10	25 00		
Thistle.....	Grey, S.R. ....O	24 18	25 00		
Thistle town.....	York, W.R. ....O	114 05	50 00		
Thivierge.....	Bonaventure.....Q	34 90	25 00		
Thomaston.....	York.....N.B.	16 15	25 00		
Thomond.....	King's.....N.B.	6 00	25 00		
Thompson.....	Algoma.....O	169 52	60 00		5 00
Thompson's Station.....	Cumberland.....N.S.	223 30	76 00	27 00	5 00
Thompsonville.....	Simcoe, S.R. ....O	59 25	40 00		
Thornbrook.....	King's.....N.B.	12 25	25 00		
Thornby.....	Pontiac.....Q	29 75	25 00		
Thorn Centre.....	Pontiac.....Q	44 84	25 00		
Thorncliffe.....	Bothwell.....O	32 00	25 00		
Thorn dyke.....	Queen's East.....P.E.I	10 00	25 00		
Thorne's Cove.....	Annapolis.....N.S.	69 04	60 00		
Thornetown.....	Sunbury & Queen's..N.B.	17 48	25 00		
†Thornloe.....	Nipissing.....O	5 00	4 16		
†Thornhurst.....	Bothwell.....O	24 19	25 00		
Thorpe.....	Lennox.....O	33 00	25 00		
Three Brooks.....	Victoria.....N.B.	39 75	25 00	0 50	

§ Opened 1-2-04.

a Including §12 night allowance.

\* Opened 1-1-04.

‡ Opened 1-5-04.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Three Brooks.....	Pictou..... N.S	22 61	25 00		
Three Lakes.....	Beauce..... Q	59 85	25 00		
Three Mile Plains.....	Hants..... N.S	89 74	40 00		
Three Tree Creek.....	Sunbury & Queen's... N.B	20 00	25 00		
Throop town.....	Grenville, S.R..... O	25 16	25 00		
Thunder Hill.....	Marquette..... M	51 13	25 00		
Thunder Hill.....	Yale & Cariboo..... B.C	10 00	6 25		
Thunder River.....	Chicoutimi & Saguenay. Q	63 39	25 00		
Thurlow.....	Burrard..... B.C	141 37	60 00	1 00	5 00
Tichborne.....	Addington..... O	151 78	64 00		5 00
Tiddville.....	Digby..... N.S	49 30	25 00		
Tidnish Bridge.....	Westmoreland..... N.B	110 89	44 00		
Tiefengrund.....	Sask.....	26 87	25 00		
Tikonabé.....	Chicoutimi & Saguenay. Q	85 20	40 00	15 00	
Tilley.....	Victoria..... N.B	27 00	25 00		
Tilley.....	Leeds, S.R..... O	36 00	25 00		
Tilley Road.....	Gloucester..... N.B	21 87	25 00		
Tindastoll.....	Alta.....	32 16	28 00		
Tintern.....	Lincoln & Niagara..... O	91 25	68 00		5 00
Tioga.....	Simcoe, S.R..... O	168 78	65 00		5 00
Tiree.....	Simcoe, Assa. East.....	17 24	25 00		
†Tisdale.....	Sask.....	76 16	10 41		
Titus Station.....	Richmond & Wolfe.... Q	40 00	25 00		
Titusville.....	King's..... N.B	53 46	63 00		
Tobermory.....	Bruce, N.R..... O	202 47	88 00		10 00
Tobique Narrows.....	Victoria..... N.B	18 00	25 00		
Tobique River.....	Victoria..... N.B	39 71	25 00		
Todmorden.....	York, E.R..... O	232 00	92 00		10 00
Tofield.....	Alta.....	83 89	33 00		
Tolsta.....	Compton..... Q	16 85	25 00		
§Tompkins.....	Assa. West.....	17 00	2 08		
Tomstown.....	Nipissing..... O	159 88	25 00	1 25	
Toney Mills.....	Pictou..... N.S	40 00	25 00		
Toney River.....	Pictou..... N.S	19 33	25 00		
Tooleton.....	King's..... N.B	37 75	25 00		
Topping.....	Perth, N.R..... O	33 40	25 00		
Torbay.....	Guysborough..... N.S	65 00	40 00		
Torbrook.....	Annapolis..... N.S	82 96	36 00		
Torbrook East.....	Annapolis..... N.S	74 00	32 00		
Torbrook Mines.....	Annapolis..... N.S	142 25	57 00		5 00
Tormore.....	York, W.R..... O	23 41	25 00		
Torrance.....	Simcoe, E.R..... O	110 16	52 00		5 00
Totonka.....	Marquette..... M	9 00	25 00		
Touchwood Hills.....	Assa. East.....	68 75	25 00		
Tourelle.....	Gaspé..... Q	49 01	25 00		
Tower Hill.....	Charlotte..... N.B	34 00	25 00		
Town Plot.....	King's..... N.S	110 00	44 00		5 00
Townsend Centre.....	Norfolk, N.R..... O	82 00	30 00		
Toy's Hill.....	Dundas..... O	23 69	25 00		
Tracadie.....	Antigonishe..... N.S	29 48	25 00	5 00	
Tracadie Cross.....	Queen's East..... P.E.I	33 00	25 00	3 00	
Tracadie Road.....	Guysborough..... N.S	2 00	25 00		
Tracey's Mills.....	Carleton..... N.B	55 80	30 00		
Tracey Station.....	Sunbury & Queen's... N.B	188 15	64 00	5 00	5 00
Traceyville.....	Sunbury & Queen's... N.B	5 98	25 00		
Trafalgar.....	Halton..... O	173 07	78 00	11 00	5 00
Trafalgar.....	Guysborough..... N.S	18 66	25 00		
Trafford.....	Addington..... O	15 00	25 00		

b Including \$24 night allowance.

c Including \$4 special allowance.

† Opened 1-2-04. § Opened 1-6-04.

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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tralee.....	Perth, N.R.....	O 42 98	25 00		
Tramore.....	Renfrew, S.R.....	O 38 45	25 00		
Traveller's Rest.....	Prince East.....	P.E.I 29 96	25 00		
Traverston.....	Grey, S.R.....	O 60 50	30 00		
Treadwell.....	Prescott.....	O 150 65	80 00		5 00
Trecastle.....	Wellington, C.R.....	O 30 50	25 00		
Tregarva.....	Assa. West.....	O 83 92	28 00		
Tremont.....	King's.....	N.S 29 48	25 00		
Trenholm.....	Drummond & Artha'ka.....	Q 67 09	46 00		5 00
Trent Bridge.....	Northumberland, E.R.....	O 127 81	50 00		
Trevelyan.....	Leeds, S.R.....	O 33 00	25 00		
Trilby.....	Queen's East.....	P.E.I 11 28	25 00		
Tring Junction.....	Beauce.....	Q 241 14	96 00		10 00
Trinity.....	Wentworth, N. & Brant.....	O 26 00	25 00		
*Triton Fish Club.....	Quebec.....	Q 30 09	25 00		
Trois Saumons.....	L'Islet.....	Q 85 65	50 00		5 00
*Trois Saumons Station.....	L'Islet.....	Q 19 61	14 58		
Trottier.....	Drummond & Artha'ka.....	Q 108 48	60 00		5 00
Trout Brook.....	Northumberland.....	N.B 13 00	25 00		
Trout Brook.....	Drummond & Artha'ka.....	Q 119 70	70 00		5 00
Trout Brook.....	Cape Breton.....	N.S 20 91	25 00		
Trout Lake.....	Muskoka & Parry Sd.....	O 36 50	30 00	7 00	
Trout River.....	Huntingdon.....	Q 101 00	38 00		
Trout River.....	Inverness.....	N.S 40 71	25 00		
Trout Stream.....	Gloucester.....	N.B 16 96	25 00		
Troy.....	Wentworth, N. & Brant.....	O 236 00	100 00		5 00
Troy.....	Inverness.....	N.S 11 00	25 00		1 50
Truemanville.....	Cumberland.....	N.S 43 40	25 00		
Tryon.....	Prince East.....	P.E.I 137 72	+ 77 00		5 00
Tuam.....	Simcoe, S.R.....	O 40 00	25 00		
Tuftsville.....	Hastings, W.R.....	O 53 45	28 00		
† Tulloch.....	Assa. East.....	O 15 08	8 33		
Tullochgorum.....	Châteauguay.....	Q 35 25	25 00		
Tumbell.....	Marquette.....	M 101 23	30 00		
Tupper.....	Macdonald.....	M 3 00	25 00		
Tupperville.....	Annapolis.....	N.S 115 00	56 00		5 00
Turgeon.....	Bellechasse.....	Q 22 66	25 00		
Turgoose.....	Vancouver.....	B.C 96 36	33 00		
Turkey Hill.....	Brome.....	Q 20 23	25 00		
Turnerville.....	Bothwell.....	O 55 25	25 00		
Turriff.....	Hastings, N.R.....	O 75 00	30 00		
Turtle Creek.....	Albert.....	N.B 50 00	25 00	10 00	
Turtle Lake.....	Muskoka & Parry Sd.....	O 20 00	25 00		
Turtle Mountain.....	Brandon.....	M 26 00	25 00		
Turtle River.....	Macdonald.....	M 16 64	25 00		
Tuscarora.....	Brant, S.R.....	O 134 94	64 00		5 00
Tusket Falls.....	Yarmouth.....	N.S 5 00	25 00		
Tweedside.....	Wentworth, S.R.....	O 20 75	25 00		
Tweedside.....	York.....	N.B 51 11	25 00		
Twin Elm.....	Carleton.....	O 45 84	40 00		
Two Creeks.....	Marquette.....	M 20 98	25 00		
Two Islands.....	Cumberland.....	N.S 6 00	25 00		
Two Rivers.....	Cumberland.....	N.S 66 43	42 00		
Tyndall.....	Selkirk.....	M 475 07	196 00	5 00	20 00
Tynehead.....	New Westminster.....	B.C 24 85	25 00		
† Tyneville.....	Wentworth, S.R.....	O 60 50	21 38		
Tyne Valley.....	Prince West.....	P.E.I 210 50	86 00		5 00
Tyotown.....	Glengarry.....	O 40 00	25 00		

\* Opened 1-12-03.

† Opened 1-3-04.

‡ Including \$12 night allowance.

(a) Summer office.

(b) Closed 8-1-04, re-opened 1-3-04.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tyrconnell .....	Elgin, W.R. .... O	93 62	48 00		
Tyrone .....	Durham, W.R. .... O	205 35	90 00		5 00
Tyrone .....	Queen's West. .... P.E.I	14 50	25 00		
Tyrrell .....	Norfolk, N.R. .... O	85 09	36 00		
Tzouhalem .....	Vancouver .... B.C	135 43	25 00		
<b>U</b>					
CLUELET .....	Vancouver .... B.C	65 48	36 00		
Udney .....	Ontario, N.R. .... O	116 99	48 00		5 00
Udora .....	Ontario, N.R. .... O	165 04	94 00		10 00
Ufford .....	Muskoka & Parry Sd. O	46 74	25 00		
Uhthoff .....	Simcoe, E.R. .... O	113 90	46 00		5 00
Ullswater .....	Muskoka & Parry Sd. O	38 59	25 00		
Umatilla .....	Marquette .... M	35 12	36 00		
Umfraville .....	Hastings, N.R. .... O	30 00	25 00		
Underhill .....	Northumberland .... N.B	62 12	30 00		
Underhill .....	Brandon .... M	175 10	66 00	4 00	5 00
Undine .....	Victoria .... N.B	11 50	25 00		
Uniacke Mines .....	Hants. .... N.S	8 00	25 00		
+Union Centre .....	Pictou .... N.S	12 16	16 66		
Union Corner .....	Carleton. .... N.B	37 94	25 00		
Union Corner .....	Prince East. .... P.E.I	30 00	25 00		
Union Point .....	Provencher. .... M	65 02	30 00		
Union Road .....	Queen's East. .... P.E.I	13 00	25 00		
Union Square .....	Lunenburg .... N.S	29 00	25 00		
*Union Valley .....	Leeds, S.R. .... O	3 00	3 00		
Uno Park .....	Nipissing. .... O	64 89	26 00		
Uplands .....	Muskoka & Parry Sd. O	24 53	25 00	5 00	
Upper .....	Haldimand & Monck. O	17 00	25 00		
Upper Abougoggin .....	Westmoreland .... N.B	56 00	25 00		
Upper Baddeck River .....	Victoria .... N.S	18 71	25 00		
Upper Bass River .....	Colchester .... N.S	35 71	25 00		
Upper Bay du Vin .....	Northumberland .... N.B	26 72	25 00		
Upper Bedford .....	M'assisquoi. .... Q	220 20	96 00		10 00
Upper Big Tracadie .....	Gloucester. .... N.S	32 92	25 00		
Upper Blackville .....	Northumberland. .... N.B	58 20	36 00	4 00	
Upper Branch .....	Lunenburg .... N.S	31 00	25 00		
Upper Brighton .....	Carleton. .... N.B	36 00	25 00		
Upper Brookfield .....	Colchester .... N.S	6 50	25 00		
Upper Brookside .....	Colchester .... N.S	15 00	25 00		
Upper Buctouche .....	Kent. .... N.B	30 00	25 00		
Upper Burlington .....	Hants. .... N.S	12 00	25 00		
Upper Burton .....	Sunbury & Queen's. N.B	13 00	25 00		
Upper Canard .....	King's .... N.S	112 25	50 00		
Upper Cape .....	Westmoreland .... N.B	54 67	25 00		
Upper Caraquet .....	Gloucester. .... N.B	113 38	50 00		
Upper Caverhill .....	York. .... N.B	29 72	25 00		
Upper Charlo .....	Restigouche .... N.B	50 00	25 00		
Upper Chelsea .....	Lunenburg .... N.S	14 00	25 00		
Upper Clements .....	Annapolis .... N.S	42 89	25 00		
Upper Clyde River .....	Shelburne & Queen's. N.S	12 25	25 00		
Upper Coal Creek .....	Sunbury & Queen's. N.B	12 25	25 00		
Upper Coverdale .....	Albert. .... N.B	4 00	25 00		
Upper Derby .....	Northumberland. .... N.B	34 90	25 00		
Upper Dorchester .....	Westmoreland .... N.B	127 00	66 00	18 00	
Upper Dover .....	Westmoreland .... N.B	15 42	25 00		
Upper Dyke Village .....	King's .... N.S	88 25	25 00		

+ Re-opened 1-11-03.

\* Closed 1-10-03.



SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Upper Economy.....	Colchester..... N.S	57 84	30 00		
Upper Fort Lawrence.....	Cumberland..... N.S	40 00	25 00		
Upper Gaspereaux.....	Sunbury & Queen's. N.B	26 73	25 00		
Upper Glencoe.....	Inverness..... N.S	22 61	25 00		
Upper Glen Road.....	Antigonishe..... N.S	7 15	25 00		
† Upper Golden Grove.....	King's..... N.B	16 75	25 00		
Upper Goshen.....	Albert..... N.B	17 20	25 00		
Upper Grand Mira.....	Cape Breton..... N.S	21 67	25 00		
Upper Granville.....	Annapolis..... N.S	72 28	30 00		
Upper Greenwich.....	King's..... N.B	21 25	25 00		
Upper Hampstead.....	Sunbury & Queen's. N.B	33 65	25 00		
Upper Hayneville.....	York..... N.B	49 65	25 00		
Upper Kempt Head.....	Victoria..... N.S	12 00	25 00		
Upper Kempton.....	Colchester..... N.S	30 51	25 00		
Upper Kennetcook.....	Hants..... N.S	118 40	40 00		
Upper Kent.....	Carleton..... N.B	42 21	40 00	3 00	
Upper Keswick.....	York..... N.B	26 84	25 00		
Upper Keswick Ridge.....	York..... N.B	14 25	25 00		
Upper Kingsbury.....	Lunenburg..... N.S	19 25	25 00		
Upper Kintore.....	Victoria..... N.B	31 20	25 00		
Upper Knoxford.....	Carleton..... N.B	44 59	25 00		
Upper La Have.....	Lunenburg..... N.S	50 20	25 00		
* Upper Lakeville.....	Halifax..... N.S	9 67	22 92		
Upper Leitch's Creek.....	Cape Breton..... N.S	13 00	25 00		
Upper Loch Lomond.....	St. John..... N.B	16 25	25 00		
Upper Magaguadavic.....	York..... N.B	59 46	26 00		
Upper Malagash.....	Cumberland..... N.S	20 00	25 00		
Upper Margaree.....	Inverness..... N.S	36 44	25 00	3 00	
Upper Maugerville.....	Sunbury & Queen's. N.B	91 42	36 00		
Upper Melbourne.....	Richmond & Wolfe. Q	142 00	74 00		5 00
Upper Middleboro'.....	Cumberland..... N.S	81 00	30 00		
Upper Middle River.....	Victoria..... N.S	36 42	25 00	3 00	
Upper Nappan.....	Cumberland..... N.S	10 00	25 00		
Upper Nelson.....	Northumberland. N.B	34 61	25 00		
Upper New Cornwall.....	Lunenburg..... N.S	51 71	25 00		
Upper New Harbour.....	Gnysborough..... N.S	33 48	25 00	6 00	
Upper New Horton.....	Albert..... N.B	51 00	25 00		
Upper New Port.....	Hants..... N.S	77 95	26 00		
Upper Nine Mile River.....	Hants..... N.S	61 63	25 00		
Upper North River.....	Colchester..... N.S	15 00	25 00		
Upper Ohio.....	Shelburne & Queen's. N.S	16 00	25 00		
Upper Otnabog.....	Sunbury & Queen's. N.B	13 00	25 00		
Upper Peel.....	Carleton..... N.B	28 40	25 00		
Upper Pereaux.....	King's..... N.S	50 00	25 00		
Upper Pinevale.....	Antigonishe..... N.S	4 25	25 00		
Upper Pockmouche.....	Gloucester..... N.B	233 00	90 00	8 00	10 00
Upper Pointe de Bute.....	Westmoreland..... N.B	36 00	25 00		
Upper Port Latour.....	Shelburne & Queen's. N.S	138 05	52 00		5 00
Upper Pugwash.....	Cumberland..... N.S	8 00	25 00		
Upper Queensbury.....	York..... N.B	50 71	25 00		
Upper Rawdon.....	Hants..... N.S	105 04	40 00		
Upper River Dennis.....	Inverness..... N.S	14 00	25 00		
Upper Rockport.....	Westmoreland..... N.B	10 73	25 00		
Upper St. Basil.....	Victoria..... N.B	307 47	120 00		10 00
Upper Sackville.....	Halifax..... N.S	18 98	25 00		
Upper Sackville.....	Westmoreland..... N.B	274 10	88 00	3 00	10 00
Upper Scotsburn.....	Pictou..... N.S	10 98	25 00		
Upper Sheffield.....	Sunbury & Queen's. N.B	59 00	30 00		

\* Opened 1-8-03.

† Late Golden Grove 1-5-04.

4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Upper Smithfield .....	Guysborough..... N.S.	21 00	†37 00		
Upper Southampton.....	York..... N.B.	13 63	25 00		
Upper South River.....	Antigonishe..... N.S.	77 90	36 00	3 00	
Upper S'th West Mabou.....	Inverness..... N.S.	10 00	25 00		
*Upper Springfield.....	York..... N.B.	5 00	2 08		
Upper Springfield.....	Antigonishe..... N.S.	8 57	25 00		
Upper Sumas.....	New Westminster... B.C.	46 16	32 00		
Upperton.....	King's..... N.B.	29 73	25 00		
Upper Washabuck.....	Victoria..... N.S.	21 70	25 00		
Upper Westmoreland.....	Prince East..... P.E.I.	11 50	25 00		
Upper Whitehead.....	Guysborough..... N.S.	13 00	25 00		
Upper Wicklow.....	Carleton..... N.B.	33 48	25 00		
Upper Wood Harbour.....	Shelburne & Queen's N.S.	84 00	40 00		
Uptergrove.....	Ontario, N.R..... O	150 71	71 00		5 00
Upton.....	King's..... P.E.I.	12 00	25 00		
Urbana.....	Hants..... N.S.	7 98	25 00		
Urbenville.....	Prince West..... P.E.I.	10 50	25 00		
Urney.....	King's..... N.B.	11 20	25 00		
Urquhart.....	Alta.....	94 67	48 00		5 00
Urquharts.....	King..... N.B.	30 00	25 00		
Ursa.....	Peterborough, E. R... O	60 88	28 00		
Usher.....	Antigonishe..... N.S.	12 00	25 00		
Utica.....	Ontario, S.R..... O	89 85	40 00		
Utopia.....	Simcoe, S.R..... O	76 54	34 00		
Utopia.....	Charlotte..... N.B.	16 92	25 00		
<b>V</b> ACHELL.....	York, N.R..... O	62 00	28 00		
Valcartier.....	Quebec..... Q	65 00	32 00		
Valcartier Station.....	Quebec..... Q	25 85	25 00		
Valcartier Village.....	Quebec..... Q	54 50	30 00		
Valcourt.....	Shefford..... Q	412 64	170 00	14 00	15 00
Val des Bois.....	Labelle..... Q	102 94	46 00		5 00
Valencay.....	Labelle..... Q	37 89	25 00		
Valenciennes.....	Megantic..... Q	27 00	25 00		
Valens.....	Wentworth N. & Brant O	62 50	40 00		
Valentia.....	Victoria, S.R..... O	143 10	68 00		5 00
Vale Perkins.....	Brome..... Q	115 25	50 00		5 00
Valetta.....	Kent..... O	177 05	100 00		5 00
Vallentyne.....	Ontario, N.R..... O	82 00	44 00		
Valley.....	Assa East.....	10 00	25 00		
Valleyfield.....	Queen's East..... P.E.I.	30 00	25 00		
Valleyfield East.....	King's..... P.E.I.	24 00	25 00		
Valley Mills.....	Inverness..... N.S.	13 98	25 00		
Valley River.....	Marquette..... M	134 39	56 00		5 00
Valley Station.....	Colchester..... N.S.	59 50	26 00	8 00	
†Valley View.....	Assa, East.....	26 00	12 50		
Valmont.....	Champlain..... Q	179 25	60 00		5 00
Valmorin.....	Terrebonne..... Q	14 00	25 00		
Valois.....	Jacques Cartier..... Q	41 75	25 00		
Valracine.....	Compton..... Q	109 00	62 00		5 00
Vanbrugh.....	Renfrew, S.R..... O	39 74	25 00		
Vancamp.....	Dundas..... O	63 92	36 00		
Vandecar.....	Oxford, S.R..... O	49 98	25 00		
Vandeleur.....	Grey, S.R..... O	50 00	30 00		
Vandorf.....	Ontario, W.R..... O	72 78	46 00		
Vanessa.....	Norfolk, N.R..... O	231 26	100 00		10 00

\* Opened 1-6-04.

† Including \$12 night allowance.

‡ Closed 1-1-04.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Van Horne.....	Kent.....	O 9 00	25 00		
Vankoughnet.....	Ontario, N.R.....	O 63 04	25 00		
Vanneck.....	Middlesex, E.R.....	O 38 30	25 00		
Vansickle.....	Hastings, N.R.....	O 12 00	25 00		
Vanvlack.....	Simcoe, N.R.....	O 24 59	25 00		
Varency.....	Norfolk, S.R.....	O 58 00	25 00		
Varney.....	Grey, S.R.....	O 116 60	50 00		5 00
Vasey.....	Simcoe, E.R.....	O 145 72	80 00		5 00
*Vassar.....	Provencher.....	M 25 33	8 33	1 00	
Vauchuse.....	L'Assomption.....	Q 40 00	25 00		
Vaudreuil Station.....	Vaudreuil.....	Q 214 31	92 00		5 00
Vaughan.....	Hants.....	N.S. 15 00	25 00		
Vavasour.....	Muskoka & Parry Sd.....	O 2 00	25 00		
Vegreville.....	Alta.....	324 48	158 00		15 00
Vellore.....	York, W.R.....	O 72 14	28 00		
Venice.....	Missisquoi.....	Q 11 75	25 00		
Venlaw.....	Marquette.....	M 42 31	32 00		
Vennachar.....	Addington.....	O 68 00	52 00	3 00	5 00
Venosta.....	Wright.....	Q 154 64	64 00		5 00
Ventry.....	Grey, E.R.....	O 19 92	25 00		
Verdun.....	Bruce, W.R.....	O 18 96	25 00		
Verdun.....	Jacques Cartier.....	Q 249 30	30 00		
Vereker.....	Essex, S.R.....	O 89 00	44 00		
Vermillion Bay.....	Algoma.....	O 354 93	† 105 41		10 00
*Vermillion Valley.....	Alta.....	36 16	10 41		
Verna.....	Assa. West.....	31 05	25 00		
Vernal.....	Antigonish.....	N.S. 16 00	25 00		
Vernet.....	Labelle.....	Q 37 95	25 00		
Vernon Mines.....	King's.....	N.S. 10 20	25 00		
Vernon River.....	Queen's East.....	P.E.I. 106 33	48 00	9 00	
Vernonville.....	Northumberland, W.R.O.....	130 79	52 00		5 00
Versailles.....	St. John & Iberville.....	Q 45 45	25 00		
Verschoyle.....	Norfolk, N.R.....	O 195 53	74 00		5 00
Vesta.....	Bruce, E.R.....	O 49 00	30 00		
Vestfold.....	Selkirk.....	M 33 23	25 00		
Vesuvius.....	King's.....	N.S. 17 00	25 00		
Vezina's Corner.....	Richmond & Wolfe.....	Q 18 25	25 00		
Vicars.....	Huntingdon.....	Q 55 68	28 00	10 00	
Vickers.....	Grey, S.R.....	O 22 00	25 00		
Victoria.....	Carleton.....	N.B. 105 00	62 00		5 00
Victoria.....	Cumberland.....	N.S. 34 75	25 00		
Victoria Beach.....	Annapolis.....	N.S. 89 00	36 00		
Victoria Cross.....	King's.....	P.E.I. 24 00	25 00		
Victoria Corners.....	Ontario, S.R.....	O 36 00	25 00		
Victoria Harbour.....	King's.....	N.S. 26 73	25 00		
Victoria Line.....	Inverness.....	N.S. 21 00	25 00		
Victoria Mines.....	Cape Breton.....	N.S. 61 18	36 00		
Victoria Mines.....	Nipissing.....	O 431 13	300 00		30 00
Victoria Square.....	York, E.R.....	O 133 20	56 00		5 00
Victoria Vale.....	Annapolis.....	N.S. 99 52	42 00		
Victoria West.....	Prince West.....	P.E.I. 23 00	25 00		
Victory.....	Annapolis.....	N.S. 12 50	25 00		
Victory.....	Sunbury & Queen's.....	N.B. 9 75	25 00		
Vieille Eglise.....	Lotbinière.....	Q 112 27	50 00		
Vienneau.....	Northumberland.....	N.B. 14 00	25 00		
Viger.....	Témiscouata.....	Q 275 53	116 00	18 00	10 00
Vigo.....	Simcoe, N.R.....	O 25 65	25 00		
α Viking.....	Alta.....	6 00			

\* Opened 1-2-04.  
office not yet opened.

‡ Opened 1-3-04.

† Including \$11.41 night allowance.

(a) Credit for new



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
+Village Bélanger.....	Laval.....Q	5 00	6 25		
Villagedale.....	Shelburne & Queen's..N.S	43 76	25 00		
Village Green.....	Queen's East.....P.E.I	15 00	25 00		
Village Saint Jean.....	Kent.....N.B	34 00	25 00		
Village St. Onge.....	Three Rivers & St. Mau- rice.....Q	98 99	25 00		
Villanova.....	Norfolk, N.R.....O	223 05	94 00		10 00
Villemay.....	Lévis.....Q	30 00	25 00		
Villeneuve.....	Maisonneuve.....Q	\$			
Villeneuve.....	Alta.....Q	11 35	25 00		
Villeray.....	Laval.....Q	70 00	25 00		
Villette.....	Compton.....Q	66 37	25 00		
Villiers.....	Peterborough, E.R.....O	63 15	25 00		
Vincennes.....	Champlain.....Q	85 98	44 00		
Vincent.....	Sunbury & Queen's..N.B	19 19	25 00		
Vine.....	Simcoe, S.R.....O	30 70	25 00		
Vineland.....	Lincoln & Niagara.....O	219 54	66 00		5 00
Vinemount.....	Wentworth, S.R.....O	122 27	48 00		5 00
Vinton.....	Pontiac.....Q	148 30	66 00		5 00
Viola Dale.....	Marquette.....M	25 50	25 00		
Violet.....	Lennox.....O	28 12	25 00		
Violet Hill.....	Simcoe, S.R.....O	45 00	25 00		
Virgil.....	Lincoln & Niagara.....O	94 94	54 00		5 00
Vivian.....	Ontario, W.R.....O	28 75	25 00		
*Voght Valley.....	Yale & Cariboo.....B.C	52 00	18 75		
Vogler's Cove.....	Lunenburg.....N.S	75 75	33 00		
+Yossen.....	Sask.....Q	18 00	6 25		
Vroomanton.....	Ontario, N.R.....O	54 76	32 00		
Vyner.....	Lambton, W.R.....O	24 43	25 00		
W					
WAASIS STATION.....	Sunbury & Queen's..N.B	70 90	28 00		
Waba.....	Renfrew, S.R.....O	133 34	62 00		5 00
Wabash.....	Bothwell.....O	141 63	55 00		5 00
Wabassee.....	Wright.....Q	129 21	54 00		5 00
Wadhams.....	Burrard.....B.C	75 00	25 00		
Wagarville.....	Addington.....O	42 65	25 00		
Wagram.....	Wellington, N.R.....O	17 00	25 00		
Wakefield Centre.....	Carleton.....N.B	15 10	25 00		
Wakeham.....	Lisgar.....M	24 00	25 00		
Wakopa.....	Lisgar.....M	82 79	28 00		
Waldeck Line.....	Annapolis.....N.S	25 18	25 00		
Waldegrave.....	Colchester.....N.S	32 00	25 00		
Waldemar.....	Wellington, N.R.....O	137 63	60 00		5 00
Walden.....	Lunenburg.....N.S	22 25	25 00		
Waldheim.....	Sask.....Q	25 70	25 00		
Walford Station.....	Nipissing.....O	265 69	85 00		5 00
Walker's.....	Middlesex, W.R.....O	66 00	32 00		
Walker's Cutting.....	Drummond & Arthab'ka..Q	62 20	32 00		
Walker's Point.....	Simcoe, E.R.....O	26 00	25 00		
Walker's Settlement.....	King's.....N.B	4 00	25 00		
Wallace.....	Wellington, N.R.....O	101 12	50 00		
Wallace.....	Assa. East.....Q	27 66	25 00		
Wallace Bay.....	Cumberland.....N.S	94 46	20 00		
Wallace Bridge.....	Cumberland.....N.S	193 00	96 00		10 00
Wallace Grant.....	Cumberland.....N.S	24 46	25 00		

\* Opened 1-10-03. † Opened 1-4-04. ‡ Opened 1-4-04.  
Revenue, &c., see Appendix C under Montreal Sub-Offices, &c.

† Including \$6 night allowance. § For

SESSIONAL PAPER No. 24

## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wallace Highlands .....	Cumberland..... N.S.	21 94	25 00		
†Wallace Mill .....	Rimouski..... Q	26 95	25 00		
Wallace Ridge .....	Cumberland..... N.S.	155 65	56 00	28 00	5 00
Wallace Station .....	Cumberland..... N.S.	90 00	40 00	11 00	
Wallbridge..... O	Hastings, W.R..... O	84 05	34 00		
Wallbrook..... O	King..... N.S.	17 96	25 00		
Wallenstein..... O	Wellington, C.R..... O	61 00	30 00		
Waller..... O	Russell..... O	6 00	25 00		
Walmer..... O	Oxford, N.R..... O	45 65	25 00		
Walnut..... O	Lambton, E.R..... O	89 00	44 00		
Walsh..... O	Norfolk, S.R..... O	207 45	72 00		5 00
Walsh..... Assa. West		191 26	66 00		5 00
Waltham..... Q	Pontiac..... Q	4 10	25 00		
Waltham Station .....	Pontiac..... Q	160 18	52 00		5 00
Walton's Lake..... N.B.	King..... N.B.	4 50	25 00		
Waneta..... B.C.	Yale & Cariboo..... B.C.	257 91	92 00		10 00
Wanstead..... O	Lambton, W.R..... O	177 55	58 00	16 00	5 00
Wapaha..... M	Brandon..... M	13 98	25 00		
Warburton..... O	Leeds, S.R..... O	158 77	84 00		5 00
Warden..... Q	Shefford..... Q	408 72	132 00	12 00	
Ward's Brook..... N.S.	Cumberland..... N.S.	75 45	30 00		
Ward's Creek-Road..... N.B.	King..... N.B.	19 75	25 00		
Ward's Crossing..... N.S.	Colchester..... N.S.	128 75	50 00		5 00
Wareham..... O	Grey, E.R..... O	45 00	30 00		
Warina..... O	Cornwall & Stormont..... O	21 73	25 00		
Warleigh..... M	Marquette..... M	15 00	25 00		
Warminster..... O	Simcoe, E.R..... O	156 61	90 00	5 00	5 00
Warner..... O	Wentworth, S.R..... O	16 00	25 00		
Warren..... N.B.	York..... N.B.	4 46	25 00		
Wartburg..... O	Perth, N.R..... O	35 40	25 00		
*Warwick..... Alta		26 41	10 71		
Wasa..... B.C.	Yale & Cariboo..... B.C.	16 63	25 00		
Wascana..... Assa. West		46 00	42 00		
Washabuck Bridge..... N.S.	Victoria..... N.S.	12 46	25 00		
Washago..... O	Simcoe, E.R..... O	296 80	125 00	36 00	10 00
Washburn..... O	Frontenac..... O	127 00	44 00	3 00	5 00
Washington..... O	Wentworth N. & Brant..... O	127 35	76 00		5 00
Wassewa..... M	Brandon..... M	22 63	25 00		
Waterborough..... N.B.	Sunbury & Queen's..... N.B.	20 23	25 00		
Waterford..... N.S.	Digby..... N.S.	30 96	25 00		
Waterford..... N.B.	King's..... N.B.	102 22	60 00	5 00	
Waterford..... P.E.I.	Prince West..... P.E.I.	28 00	25 00		
Waterloo..... N.S.	Lunenburg..... N.S.	11 60	25 00		
Waternish..... N.S.	Guysborough..... N.S.	23 75	25 00		
Waterside..... N.B.	Albert..... N.B.	91 71	35 00		
Waterside..... N.S.	Pictou..... N.S.	25 96	25 00	3 00	
Waterton..... O	Leeds, S.R..... O	38 00	25 00		
Watervale..... N.S.	Pictou..... N.S.	69 00	26 00		
Waterville..... N.B.	Carleton..... N.B.	39 25	25 00		
Watford..... N.S.	Lunenburg..... N.S.	17 00	25 00		
Watson's Corners..... O	Lanark, N.B..... O	132 50	60 00	3 00	5 00
Watson Settlement..... N.B.	Carleton..... N.B.	19 19	25 00		
Wattenwyl..... O	Muskoka & Parry Sd..... O	35 23	25 00		
Watt Section, Sheet Harbour..... N.S.	Halifax..... N.S.	56 48	25 00	5 00	
†Wattsburg..... B.C.	Yale & Cariboo..... B.C.	88 40	16 66		
Wattsview..... M	Marquette..... M	25 00	25 00		
Waubamick..... O	Muskoka & Parry Sd..... O	19 48	25 00		
Waubnakee..... O	Middlesex, S.R..... O	10 00	25 00		

\* Opened 27-1-04. † Opened 1-11-03. ‡ Late Cedar Hall, 1-1-04.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Waubuno .....	Lambton, W.S. .... O	70 00	34 00		
Wauchope .....	Assa. East	206 35	25 00		
Waudby .....	Grey, S.R. .... O	20 50	25 00		
Waugh's River .....	Colchester. .... N.S.	163 31	68 00		5 00
Waupoos .....	Prince Edward. .... O	104 35	36 00		
+ Waupoos East. ....	Prince Edward. .... O	22 00	6 25		
Wavy Bank .....	Selkirk. .... M	23 25	25 00		
WaWa. ....	Algoma. .... O	211 00	160 00		15 00
Waweig .....	Charlotte. .... N.B.	47 03	25 00		
Wawota .....	Assa. East	57 65	36 00		
Wayerton .....	Northumberland. .... N.B.	6 00	25 00		
§ Wayside .....	Lanark, S.R. .... O	69 48	19 58		
Way's Mills .....	Stanstead. .... Q	207 00	90 00		5 00
Weatherly .....	Lunenburg. .... N.S.	17 01	25 00		
† Weaver .....	Victoria. .... N.B.	18 41	16 66		
Weaver Settlement .....	Digby. .... N.S.	37 20	25 00		
Webster's Corner .....	Queen's East. .... P.E.I.	24 50	25 00	3 00	
Webster's Corners .....	New Westminster. .... B.C.	28 20	25 00		
Weedon .....	Richmond & Wolfe. .... Q	49 20	30 00		
Weedon Centre .....	Richmond & Wolfe. .... Q	108 00	50 00		5 00
Weidmann .....	Lambton, E.R. .... O	34 00	60 00		
Weir .....	Wentworth N. & Brant. O	44 50	25 00		
Weirhill .....	Assa. East	14 00	25 00		
Weirstead .....	Pontiac. .... Q	80 98	36 00		
Weissenburg .....	Waterloo, N.R. .... O	30 00	25 00		
Welch .....	Westmoreland. .... N.B.	17 00	25 00		
Welcome .....	Durham, E.R. .... O	316 04	140 00		15 00
Weldon .....	Sask	104 14	36 00		
Weldon .....	Albert. .... N.B.	14 96	25 00		
Welland Station .....	Welland. .... O	77 00	30 00		
Wellburn .....	Middlesex, E.R. .... O	32 75	25 00		
Wellington .....	Prince West. .... P.E.I.	26 50	25 00		
Wellington. ....	Yarmouth. .... N.S.	47 21	25 00		
Wellington Station .....	Halifax. .... N.S.	28 25	25 00		
Wellington Station .....	Prince West. .... P.E.I.	245 80	125 00	33 00	10 00
Wells .....	King's. .... N.B.	6 40	25 00		
† Wells .....	Burrard. .... B.C.	10 00	18 60		
Wellwood .....	Macdonald. .... M	291 50	116 00		10 00
Welsford .....	Pictou. .... N.S.	82 13	44 00		5 00
Welsford Road .....	King's. .... N.S.	22 75	25 00		
Welshtown .....	Shelburne & Queen's. N.S.	12 00	25 00		
Welton's Corner .....	King's. .... N.S.	28 25	25 00		
Welwyn .....	Assa. East	88 64	40 00	8 00	
Welwyn Station .....	Assa East	129 01	16 66		
Wemyss .....	Lanark, S.R. .... O	79 00	34 00	5 00	
Wendover .....	Prescott. .... O	184 62	92 00		10 00
Wensley .....	Addington. .... O	108 00	44 00		
Wentworth .....	Cumberland. .... N.S.	60 40	32 00		
Wentworth Centre .....	Cumberland. .... N.S.	186 42	72 00		5 00
Wentworth Creek .....	Hants. .... N.S.	27 50	25 00		
Wentzell's Lake .....	Lunenburg. .... N.S.	27 25	25 00		
* Wesley. ....	Wellington, N.R. .... O	41 98	36 00		
Wesleyville .....	Durham, E.R. .... O	53 00	48 00		5 00
West Advocate .....	Cumberland. .... N.S.	30 61	25 00		
West Alba .....	Inverness. .... N.S.	36 25	25 00		
West Amherst .....	Cumberland. .... N.S.	48 23	25 00		
West Arichat .....	Richmond. .... N.S.	265 00	140 00	6 00	15 00
West Aylwin .....	Wright. .... Q	26 16	25 00		

\* Late Erasmus. † Opened 3-10-03. ‡ Opened 1-11-03.

|| Opened 1-11-03.

+ Opened 1-4-04.

§ Closed 1-10-03, re-opened 1-12-03.



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## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Westbank.....	Yale & Cariboo.....B.C	19 00	25 00		
West Bay-Road.....	Inverness.....N.S	119 88	52 00	98 00	5 00
West Berlin.....	Shelburne & Queen's.N.S	57 94	30 00		
West Bolton.....	Brome.....Q	24 75	25 00		
Westboro.....	Carleton.....O	168 02	77 00		5 00
West Branch, River-John.....	Pictou.....N.S	142 93	666 00		5 00
West Branch, St. Nicholas River.....	Kent.....N.B	33 20	25 00		
Westbridge.....	Yale & Cariboo.....B.C	22 95	25 00		
West Brook.....	Frontenac.....O	114 96	49 00		
West Brook.....	Cumberland.....N.S	47 50	26 00		
West Brooklyn.....	Annapolis.....N.S	53 00	40 00		
Westbrook Mills.....	Cumberland.....N.S	38 25	26 00		
Westbury.....	Compton.....Q	21 95	25 00		
Westbury Basin.....	Compton.....Q	5 00	25 00		
West Caledonia.....	Shelburne & Queen's.N.S	15 00	25 00		
West Cape.....	Prince West.....P.E.I	38 70	25 00		
Westchester.....	Cumberland.....N.S	61 20	48 00		
Westchester Lake.....	Cumberland.....N.S	3 94	25 00		
West Chezzetook.....	Halifax.....N.S	72 92	28 00		
* West Clifford.....	Lunenburg.....N.S	12 00	12 50		
Westcock.....	Westmoreland.....N.B	32 35	25 00		
West Devon.....	Prince West.....P.E.I	81 98	36 00		
West Ditton.....	Compton.....Q	6 00	25 00		
West Dublin.....	Lunenburg.....N.S	163 29	65 00	9 00	5 00
West Earltown.....	Colchester.....N.S	11 25	25 00		
West Ely.....	Shefford.....Q	57 09	25 00		
Westerly.....	Pictou.....N.S	18 00	25 00		
Western Covehead.....	Queen's East.....P.E.I	23 00	25 00		
Western Head.....	Shelburne & Queen's.N.S	29 00	25 00		
Western Road.....	Prince West.....P.E.I	2 00	25 00		
West Essa.....	Simcoe, S.R.....O	27 50	25 00		
West Fairview.....	Burrard.....B.C				
West Ferry.....	Annapolis.....N.S	51 98	33 00		
Westfield.....	Huron, W.R.....O	129 98	36 00		
Westfield.....	Shelburne & Queen's.N.S	19 45	25 00		
Westfield Centre.....	King's.....N.B	142 50	52 00		5 00
West Flamborough.....	Wentworth, S.R.....O	194 79	80 00		5 00
Westford.....	Bruce, E.R.....O	16 00	25 00		
West Glassville.....	Carleton.....N.B	46 75	25 00		
West Gravenhurst.....	Simcoe, E.R.....O	492 85	146 00		15 00
West Grove.....	Muskoka & Parry Sd. O	17 50	25 00		
West Guilford.....	Peterborough, E.R.....O	32 45	25 00		
West Hall.....	Brandon.....M	24 32	25 00		
Westham Island.....	New Westminster..B.C	49 20	30 00		
West Hansford.....	Cumberland.....N.S	21 00	25 00		
West Head.....	Shelburne & Queen's.N.S	22 00	25 00		
West Hill.....	York, E.R.....O	68 89	28 00		
Westholme.....	Vancouver.....B.C	156 00	76 00		5 00
West Huntingdon.....	Hastings, N.R.....O	113 87	44 00		5 00
West Huntley.....	Lanark, N.R.....O	26 51	25 00		
West Inglesville.....	Annapolis.....N.S	32 48	25 00		
West Jeddore.....	Halifax.....N.S	62 58	30 00		
West Keith.....	Compton.....Q	36 71	25 00		
West La Have Ferry.....	Lunenburg.....N.S	148 74	65 00	5 00	5 00
West Lake.....	Prince Edward.....O	89 86	38 00		
West Lakevale.....	Antigonishe.....N.S	7 00	25 00		
West Lawrencetown.....	Halifax.....N.S	36 45	25 00		
West Leicester.....	Cumberland.....N.S	35 00	25 00		

<sup>a</sup> Including \$12 night allowance.  
Vancouver Sub-Offices, &c.

\* Opened, 1-1-04.

|| For Revenue, &c., see Appendix C, under

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
dWestley...	Yale & Cariboo.....B.C	211 43	22 91		
West Liscombe.....	Guysborough.....N.S	30 92	25 00		
West Lochaber.....	Antigonishe.....N.S	21 75	25 00		
West Mabou Harbour.....	Inverness.....N.S	66 00			
West McGillivray.....	Middlesex, N.R.....O	29 20	25 00		
cWest Medford.....	King's.....N.S	24 00	25 00		
West Merigomish.....	Pictou.....N.S	155 40	77 00		5 00
West Middle Sable.....	Shelburne & Queen's.N.S	18 66	25 00		
West Montrose.....	Waterloo, N.R.....O	64 92	40 00		
Westmoreland Point.....	Westmoreland.....N.B	113 28	60 00	54 00	5 00
West New Annan.....	Colchester.....N.S	173 57	72 00		5 00
West Newdy Quoddy.....	Halifax.....N.S	99 95	40 00		
West Newton.....	Prince East.....P.E.I	7 00	25 00		
West Northfield.....	Lunenburg.....N.S	57 82	25 00	5 00	
Weston.....	King's.....N.S	161 96	68 00		5 00
Weston.....	Carleton.....N.B	14 00	25 00		
West Osgoode.....	Russell.....O	63 00	25 00		
Westover.....	Wentworth N. & Brant.O	126 70	50 00		5 00
West Petpeswick.....	Halifax.....N.S	15 95	25 00		
West Plain.....	Lennox.....O	22 00	25 00		
West Point.....	Prince West.....P.E.I	79 00	44 00		
West Point.....	Prince Edward.....O	22 46	25 00		
West Port Clyde.....	Shelburne & Queen's.N.S	101 98	40 00		
West Pubnico.....	Yarmouth.....N.S	251 92	86 00		5 00
West Quaco.....	St. John.....N.B	137 59	84 00		5 00
West River.....	Albert.....N.B	35 23	25 00		
West River.....	Pictou.....N.S	79 00	36 00	18 00	
West River Station.....	Pictou.....N.S	160 91	72 00	40 00	5 00
West Scotch Settlement.....	King's.....N.B	14 25	25 00		
West Shefford.....	Shefford.....Q	522 32	184 00	16 00	20 00
West Shefford Station.....	Shefford.....Q	10 00	8 33		
West Side of Middle River.....	Victoria.....N.S	32 75	25 00		
West St. Peter's.....	King's.....P.E.I	15 51	25 00		
West Sutton.....	Brome.....Q	47 00	10 41		
West Tatamagouche.....	Colchester.....N.S	24 73	25 00		
Westview.....	Assa, West.....	34 00	25 00		
Westwood.....	Brandon.....M	176 00	38 50	3 50	2 50
Wexford.....	York, E.R.....O	64 72	36 00		
Whalen.....	Middlesex, N.R.....O	43 95	25 00		
Whaletown.....	Burrard.....B.C	51 29	25 00		
Wharncliffe.....	Algoma.....O	24 95	25 00		
Wharton.....	Cumberland.....N.S	29 35	25 00		
Wheatland.....	Marquette.....M	43 46	30 00		
Wheatland.....	Drum'd & Arthab'ka.Q	28 75	25 00		
Wheatley River.....	Queen's East.....P.E.I	40 00	25 00	3 00	
Wheaton Mills.....	Westmoreland.....N.B	24 73	25 00		
Wheaton Settlement.....	Westmoreland.....N.B	21 75	25 00		
Wheeler.....	Lambton, E.R.....O	20 42	25 00		
Whelan Lake.....	Renfrew, S.R.....O	38 75	25 00		
Whim Road Cross.....	King's.....P.E.I	26 91	25 00		
White.....	Lanark, N.R.....O	15 00	25 00		
Whitebread Station.....	Bothwell.....O	63 00	33 00		
Whitebrush.....	Alta.....	24 16	10 41		
Whiteburn Mines.....	Shelburne & Queen..N.S	24 00	25 00		
White Church.....	Bruce, W.R.....O	271 88	113 00	11 00	10 00
Whitefish.....	Nipissing.....O	316 64	200 00		10 00
White Fish Lake.....	Alta.....	23 59	25 00		
Whitehall.....	Muskoka & Parry Sd..O	56 45	25 00	3 00	

d Opened, 1-8-03.

b Credit for new office not yet opened.

c Changed from North Medford.

† Re-opened 1-3-04. † Opened 1-2-04. ‡ Summer office. || Opened 1-2-04.



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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
* White Head Percé.....	Gaspé.....Q	36 00	6 25		
Whitehead.....	King's.....N.B	36 00	25 00		
White Head.....	Charlotte.....N.B	50 82	28 00		
White Hill.....	Pictou.....N.S	15 25	25 00		
Whitehurst.....	Brockville.....O	53 25	25 00		
White Lake.....	Renfrew, S.R.....O	131 02	50 00		
White Lake.....	Yale & Cariboo.....B.C	8 33	a22 91		
Whitemouth.....	Selkirk.....M	296 84	100 00		10 00
White Oak.....	Middlesex, S.R.....O	36 00	25 00		
White Point.....	Victoria.....N.S	9 20	25 00		
White Rock Mills.....	King's.....N.S	72 00	44 00		
White Rose.....	Ontario, W.R.....O	22 00	25 00		
White Sand.....	Assa, East.....O	31 20	30 00		
White Sands.....	Queen's East.....P.E.I	17 00	25 00		
§§Whiteside.....	Richmond.....N.S	12 00	12 50		
White's Corner.....	King's.....N.S	21 00	25 00		
White's Cove.....	Sunbury & Queen's..N.B	132 33	54 00	4 00	5 00
Whiteside.....	Simcoe, E.R.....O	125 15	45 00		5 00
White's Lake.....	Halifax.....N.S	18 95	25 00		
White's Mills.....	King's.....N.B	11 00	25 00		
White's Mountain.....	King's.....N.B	6 00	25 00		
White's Point.....	Sunbury & Queen's..N.B	21 71	25 00		
White's Settlement.....	Kent.....N.B	21 67	25 00		
White's Station.....	Huntingdon.....Q	65 74	36 00		
Whitestone.....	Muskoka & Parry Sd..O	72 40	36 00		
Whitewater.....	Brandon.....M	417 95	176 00	8 00	20 00
Whitfield.....	Simcoe, S.R.....O	35 56	25 00	5 00	5 00
Whitford.....	Alta.....O	194 34	78 00	10 83	
Whitney.....	Northumberland.....N.B	70 00	32 00		
Whittier's Ridge.....	Charlotte.....N.B	21 25	25 00		
Whittington.....	Wellington, N.R.....O	39 50	25 00		
Whitwick.....	Compton.....Q	9 00	25 00		
Whitworth.....	Temiscouata.....Q	45 25	25 00		
Whycocomagh Bay (N. Side)...	Inverness.....N.S	13 98	†29 00	3 00	
Whycocomagh Mount.....	Inverness.....N.S	5 00	25 00		
Whycocomagh Portage.....	Inverness.....N.S	13 98	25 00	14 00	
Wick.....	Ontario, N.R.....O	53 18	33 00		
Wickham.....	Sunbury & Queen's..N.B	64 52	30 00		
Wickham Falls.....	Drum'm'd & ArthabaskaQ	a5 00			
Wicklow.....	Northumberland, W.R.O	122 50	56 00		5 00
Wicklow.....	Carleton.....N.B	36 46	26 00		
Wicksteed.....	Peterborough, E.R.....O	3 00	25 00		
Widder.....	Lambton, E.R.....O	40 00	28 00		
Wiggins.....	Sunbury & Queen's..N.B	11 50	25 00		
Wikwemikong.....	Algoma.....O	103 80	50 00		5 00
Wilbur.....	Addington.....O	58 00	36 00		
Wilcox.....	Wentworth, S.R.....O	16 10	25 00		
Wilcox.....	Assa West.....O	42 70	25 00		
Wildfield.....	Cardwell.....O	27 15	25 00		
Wild Oak.....	Macdonald.....M	90 00	25 00		
Wildwood.....	Oxford, N.R.....O	31 50	25 00		
Wilford.....	Marquette.....M	7 00	25 00		
Wilfrid.....	Ontario, N.R.....O	123 00	68 00		5 00
Wilkinson.....	Addington.....O	40 00	25 00		
Willetsholme.....	Frontenac.....O	12 00	25 00		
Williams.....	Kent.....O	38 00	25 00		
Williamsburg.....	York.....N.B	85 98	32 00		

\* Opened 1-4-04. §§Opened 1-1-04. (a) Temporarily closed from night allowance. (a) Credit for new office not yet opened.

to 1-8-04. † Including \$4



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Williamsdale .....	Cumberland..... N.S.	31 73	25 00		
Williamsdale East.....	Cumberland..... N.S.	35 25	25 00		
Williamsport .....	Muskoka & Parry Sd... O	10 00	25 00		
Williamstown .....	Carleton..... N.B.	11 25	25 00		
Williscroft .....	Bruce, N.R..... O	85 02	30 00		
Willocks.....	Assa. East.....	13 20	25 00	3 00	
Willoughby .....	Sask.....	24 88	34 00		
Willowbank .....	Inverness..... N.S.	24 70	31 00	7 00	
Willowbrook .....	Assa. East.....	107 11	28 00		
Willow Bunch.....	Assa. West.....	65 52	32 00		
Willow Creek .....	Bruce, W.R..... O	50 00	28 00		
Willowdale .....	York, W.R..... O	264 08	116 00		10 00
Willowdale .....	Pictou..... N.S.	40 88	31 00		
Willow Grove.....	St. John..... N.B.	5 00	25 00		
Willowgrove.....	Haldimand & Monck.. O	114 82	36 00		
Willow Range.....	Macdonald..... M	180 70	70 00	6 00	5 00
*Willows.....	Alta.....	52 60	20 52		
Wilnot .....	Carleton..... N.B.	12 75	25 00		
Wilnot Valley.....	Prince East..... P.E.I	21 75	25 00		
Wilno.....	Renfrew, S.R..... O	177 21	64 00	3 00	5 00
Wilsonburgh .....	Sunbury & Queen's... N.B.	12 25	25 00		
Wilson Croft .....	Lambton, E.R..... O	21 10	25 00		
Wilson's Bay.....	Leeds & Grenville... O	15 00	25 00		
Wilson's Beach .....	Charlotte..... N.B.	150 05	66 00		5 00
Wilson's Corners.....	Wright..... Q	26 55	25 00		
Wilson's Mills .....	Megantic..... Q	84 61	32 00		
Wilson's Point.....	Gloucester..... N.B.	8 00	25 00		
Wilsonville .....	Norfolk, N.R..... O	96 50	44 00		
Wilstead .....	Leeds, S.R..... O	56 99	28 00		
Wilton .....	Lennox..... O	258 13	96 00		10 00
Wilton Grove.....	Middlesex, S.R..... O	69 00	40 00		
Winchelsea .....	Perth, S.R..... O	126 49	56 00		5 00
Windermere .....	Muskoka & Parry Sd.. O	450 22	160 00		15 00
Windermere .....	Yale & Cariboo..... B.C	189 58	100 00	10 00	5 00
Windfall .....	Essex, S.R..... O	33 72	25 00		
Windham Hill.....	Cumberland..... N.S.	22 96	25 00		
Windsor.....	Carleton..... N.B.	54 63	25 00		
Windsor Forks.....	Hants..... N.S.	82 36	34 00		
Windsor Junction.....	Halifax..... N.S.	108 60	44 00		
Windsor North.....	Richmond & Wolfe... Q	19 20	25 00		
Windygates .....	Lisgar..... M	25 95	25 00		
Winfield.....	Wellington, C.R..... O	47 50	25 00		
Wingard.....	Sask.....	22 75	25 00		
Winger.....	Haldimand & Monck.. O	153 77	78 00		5 00
Wingle.....	Renfrew, S.R..... O	38 70	25 00	0 83	
Winlaw.....	Assa. East.....	53 94	25 00		
Winlaw .....	Yale & Cariboo..... B.C	135 43	25 00		
Winnipeg Beach.....	Selkirk..... Man	73 36	7 29	21 82	
Winnipegosis.....	Marquette..... M	511 52	204 00	3 00	20 00
Winsloe Road.....	Queen's East..... P.E.I	14 00	25 00		
Winsloe Station.....	Queen's East..... P.E.I	33 50	25 00	14 00	
Winslow.....	Lincoln & Niagara... O	89 85	36 00		
Winston.....	Victoria, N.R..... O	19 66	30 00		
Winterburn.....	Alta.....	38 50	4 16		
Winterbourne.....	Waterloo, N.R..... O	158 70	70 00		5 00
Winthrop.....	Huron, S.R..... O	111 91	60 00		5 00

\*Opened 5-9-03. †Including \$6 night allowance. aOpened 11-3-04. dOpened 1-5-04. eIncluding night allowance of \$4.

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## APPENDIX D—Continued.

## Non-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wisawasa.....	Muskoka & Parry Sd. . . O	58 93	44 00	a5 00	5 00
Wisbeach.....	Lambton. E.R. . . . . O	103 00	48 00		5 00
Wisely.....	York. . . . . N.B	9 00	25 00		
Wishart.....	Assa. East . . . . .	92 50	48 00		5 00
Wittenburg.....	Colchester . . . . . N.S	51 55	25 00		
Woburn.....	York, E.R. . . . . O	33 53	25 00		
Wode House.....	Grey, E.R. . . . . O	58 00	52 00		5 00
Wolfe Ridge.....	Missisquoi . . . . . Q	9 22	25 00		
Wolf Lake.....	Pontiac . . . . . Q	60 68	25 00		
Wolford Centre.....	Grenville, N.R. . . . O	51 46	36 00		
Wolsley.....	Grey, N.R. . . . . O	5 50	25 00		
Wolverton.....	Wentworth N. & Brant. O	188 90	96 00		5 00
Wood.....	Hastings, N.R. . . . O	18 00	25 00		
Woodbank.....	Middlesex, S.R. . . . O	16 49	25 00		
Wood Bay.....	Lisgar. . . . . M	92 80	30 00		
Woodbine.....	Cape Breton. . . . . N.S	18 19	25 00		
Woodbourne.....	Pictou . . . . . N.S	8 50	25 00		
Woodburn.....	Wentworth, S.R. . . . O	79 94	40 00		
Woodfield.....	Pictou. . . . . N.S	10 00	25 00		
Woodford.....	Grey, N.R. . . . . O	222 16	94 00	26 00	10 00
Wood Green.....	Middlesex, W.R. . . . O	102 00	52 00		5 00
Woodhill.....	Peel . . . . . O	54 53	25 00		
Woodhurst.....	Westmoreland. . . . N.B	6 00	25 00		
Woodington.....	Simcoe, E.R. . . . . O	70 00	30 00		
Wood Island.....	Queen's East . . . . P.E.I	77 00	36 00	5 00	
Wood Islands, North.....	Queen's East. . . . P.E.I	27 65	25 00		
Wood Lake.....	St. John. . . . . N.B	6 00	25 00		
**Woodland.....	Chateauguay. . . . . Q	5 00			
Woodlands.....	Cornwall & Stormont O	43 00	32 00		
Woodlands.....	Selkirk. . . . . M	130 19	50 00	24 00	5 00
Woodlands.....	York. . . . . N.B	8 00	25 00		
Woodlawn.....	Carleton. . . . . O	24 20	25 00		
Woodlawn.....	Carleton. . . . . N.B	6 00	25 00		
Woodlea.....	Macdonald. . . . . M	20 10	25 00		
Woodmore.....	Provencher. . . . . M	52 49	25 00		
Wood Mountain.....	Assa. West . . . . .	48 95	25 00		
Woodnorth.....	Brandon. . . . . M	26 47	25 00		
Wood Point.....	Westmoreland. . . . N.B	37 05	25 00		
† Wood River.....	Alta . . . . .	13 00	22 92		
Woodridge.....	Provencher. . . . . M	167 59	54 00		5 00
Woodroyd.....	Selkirk. . . . . M	18 45	25 00		
Woodside.....	Mégantic . . . . . Q	52 85	25 00		
Woodside.....	Macdonald. . . . . M	5 00	25 00		
Woodside.....	Sunbury & Queen's. . N.B	19 50	25 00		
Woodside.....	King's. . . . . N.S	21 00	25 00		
Woodstock Road Station.....	Carleton. . . . . N.B	17 00	25 00		
Woodvale.....	Digby. . . . . N.S	23 65	25 00		
Woodville.....	Hants. . . . . N.S	38 98	25 00		
Woodville.....	Prince West. . . . . P.E.I	8 00	25 00		
Woodville.....	Victoria. . . . . N.B	12 43	25 00		
Woodville Mills.....	King's. . . . . P.E.I	18 25	25 00		
Woodward.....	New Westminster. . . B.C	12 00	6 25		
Woodward's Cove.....	Charlotte. . . . . N.B	115 73	56 00		5 00
Woolchester.....	Assa. West . . . . .	36 78	25 00		
Woonona.....	Selkirk. . . . . M	6 00	25 00		
Workman.....	Assa. East . . . . .	12 50	25 00		
Wostok.....	Alta . . . . .	93 47	32 00		
Wreck Cove.....	Victoria. . . . . N.S	20 13	25 00		

† Opened 1-8-03. || Opened 1-4-04. \*\* Opened 1-6-04 (summer office.) (a) Including \$2.00 arrears.



4-5 EDWARD VII., A. 1905

## APPENDIX D—Continued.

## NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—Continued.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allow- ance.	Rent Allow- ance.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wright.....	Wright.....	Q 287 45	128 00	6 00	10 00
Wyandot.....	Wellington, W.R.....	O 31 00	25 00		
Wychwood Park.....	York, W. R.....	O 162 00	25 00		
Wyecombe.....	Norfolk, S.R.....	O 137 59	††34 00		5 00
Wylie.....	Renfrew, N. R.....	O 38 35	25 00		
Wyse's Corner.....	Halifax.....	N.S 15 00	25 00		
Wyton Station.....	Middlesex, E.R.....	O 31 00	25 00		
Wyvern.....	Cumberland.....	N.S 20 00	25 00		
<b>Y</b>					
<b>AMASKA.</b>	Yamaska.....	Q 230 10	120 00		10 00
Yamaska East.....	Yamaska.....	Q 257 32	96 00	44 00	10 00
Yarm.....	Pontiac.....	Q 48 03	25 00		
Yarmouth Centre.....	Elgin, E.R.....	O 115 00	50 00		5 00
Yarrow.....	Alta.....	34 00	30 00		
Yatton.....	Wellington, C.R.....	O 39 00	25 00	11 00	
Yearley's.....	Muskoka & Parry Sd.....	O 46 06	25 00		
Yelverton.....	Durham, E. R.....	O 40 84	25 00		
Yeovil.....	Grey, S.R.....	O 77 07	56 00	5 00	
Yoho.....	York.....	N.B 6 00	25 00		
*Yoho Island.....	Muskoka & Parry Sd.....	O 41 00	25 00		
Yonge Mills.....	Leeds, S.R.....	O 329 50	134 00		15 00
York Mills.....	York, E.R.....	O 94 50	50 00		
York Mills.....	York.....	N.B 39 69	25 00		
† York Point.....	Queen's West.....	P.E.I 17 00	16 66		
Youghall.....	Gloucester.....	N.B 30 00	25 00		
Young's Cove.....	Sunbury & Queen's.....	N.B 117 32	44 00		
Young's Cove Road.....	Sunbury & Queen's.....	N.B 126 00	76 00	76 00	5 00
§ Youville.....	Jacques Cartier.....	Q 48 01	25 00		
<b>Z</b>					
<b>ADROW</b>	Renfrew, N.R.....	O 29 21	25 00		
Zealand.....	Addington.....	O 31 71	25 00		
Zealand Station.....	York.....	N.B 83 91	33 00		
Zenda.....	Oxford, S.R.....	O 88 00	37 00		
Zimmerman.....	Halton.....	O 73 64	40 00		
Zion.....	Durham, E.R.....	O 120 80	56 00		5 00
Ziska.....	Simcoe, E. R.....	O 25 23	25 00		

††Including \$12 night allowance. \* Summer office. ‡ Opened 1-11-03. § Late Bougie 1-12-03.

## ERRATA.

Name of Post Office.	Electoral District.	Revenue.
		\$ cts.
Discovery.....	Burrard.....	B.C 360 00
Forty Mile.....	Yukon.....	157 09

R. M. COULTER,

Deputy Postmaster General.

W. J. JOHNSTONE,  
Accountant.

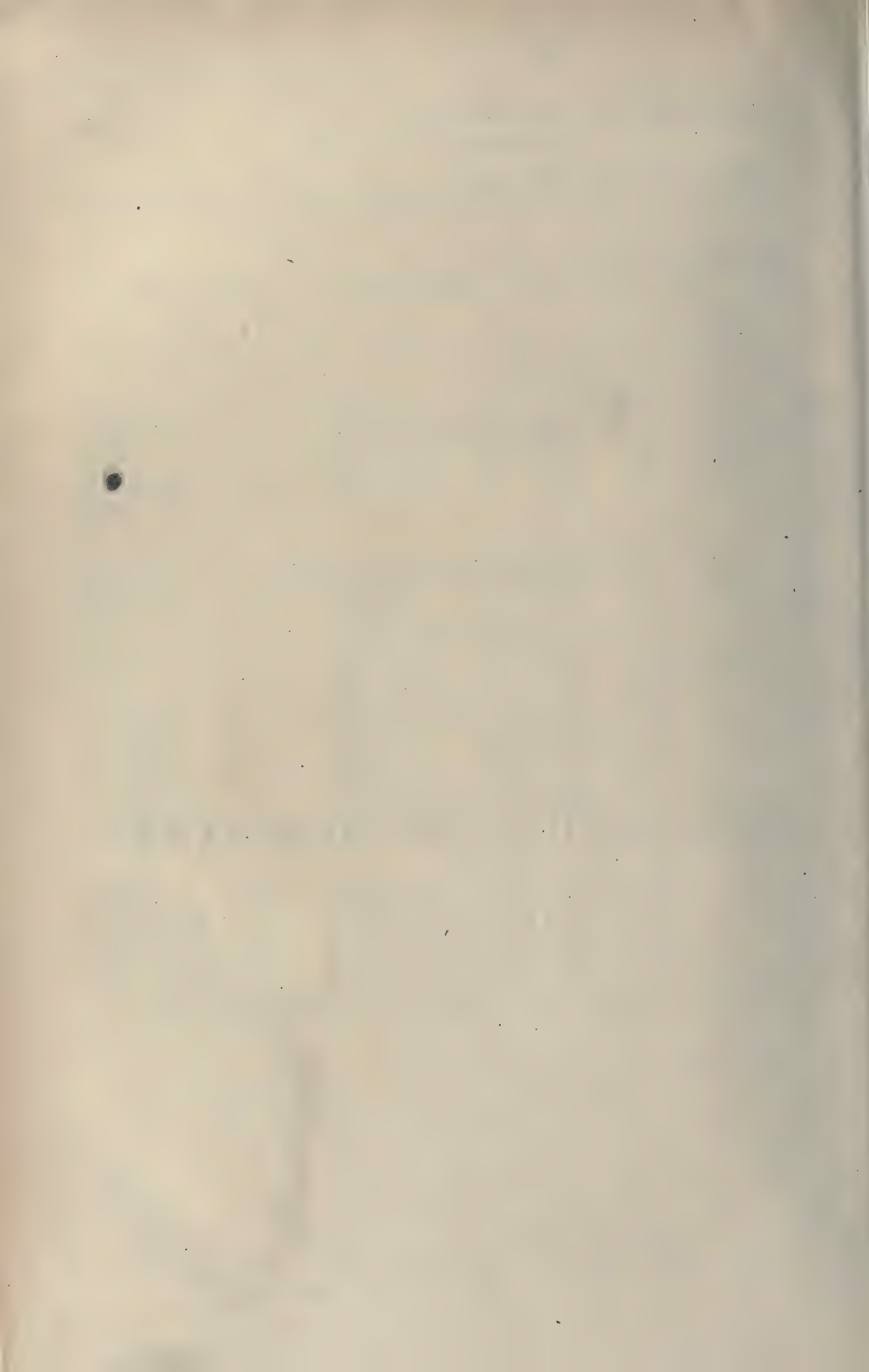


APPENDIX E

TRANSACTIONS

OF THE

POST OFFICE SAVINGS BANK



APPENDIX E

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1904 was \$45,419,-706.28, or an increase of \$1,164,379.35; the average to the credit of each depositor being \$269.44, as against \$264.96 on June 30, 1903.

The number of accounts opened during the year was 38,925 and the number closed was 37,376, leaving the number open at the close of the year 168,572, or an increase of 1,549.

The deposits were 235,043 in number, an increase of 3,424 over the preceding year and amounted to \$11,737,940, a decrease of \$322,885. The average amount of each deposit was \$49.94 as against \$52.07 in the preceding year.

The repayments number 108,237, an increase of 3,844, with a total of \$11,883,-127.70, being an increase over the preceding year of \$503,370.76, while the average amount of each withdrawal was \$109.79 as against \$109.01.

The interest paid to depositors during the year was \$86,119, and the interest accrued and made principal on June 30, 1904 was \$1,223,448.05, making a total of \$1,309,567.05, an increase of \$55,518.09 over the preceding year.

The number of offices authorized to transact business was increased from 934 to 961.

The claims to moneys of deceased depositors which were examined and paid during the year were 1,291 as compared with 1,310 for the previous year.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the year ended June 30, 1904, and of the total amount due to depositors on that date.

	\$ cts.		\$ cts.
Balance due to depositors on June 30, 1903.....	44,255,326 93	Repayments to depositors during the year .....	11,883,127 70
Deposits received during the year....	11,737,940 00	Balance due to depositors on June 30, 1904 .....	45,419,706 28
Interest allowed to depositors during the year in accordance with the Statute.....	1,309,567 05		
	57,302,833 98		57,302,833 98



## APPENDIX

## STATEMENT of the Business of the Post Office Savings Bank

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			\$	\$	\$	
Three months ended June 30, 1868. ....	81	3,247	212,507	65.44		166
Year ended June 30, 1869. ....	213	16,653	927,885	55.71		4,787
Year ended June 30, 1870. ....	226	24,994	1,347,901	53.93		9,478
Year ended June 30, 1871. ....	230	33,256	1,917,576	57.66		15,148
Year ended June 30, 1872. ....	235	39,489	2,261,631	57.27		20,154
Year ended June 30, 1873. ....	239	44,413	2,306,918	51.94		23,800
Year ended June 30, 1874. ....	266	45,329	2,340,284	51.63		25,814
Year ended June 30, 1875. ....	268	42,508	1,942,346	45.69		25,954
Year ended June 30, 1876. ....	279	38,647	1,726,204	44.66		24,152
Year ended June 30, 1877. ....	287	36,126	1,521,000	42.10		22,484
Year ended June 30, 1878. ....	295	40,097	1,724,371	43.00		21,944
Year ended June 30, 1879. ....	297	43,349	1,973,243	45.52		23,226
Year ended June 30, 1880. ....	297	56,031	2,720,216	48.55		26,716
Year ended June 30, 1881. ....	304	71,747	4,175,042	58.19		28,510
Year ended June 30, 1882. ....	308	97,380	6,435,989	66.09		35,859
Year ended June 30, 1883. ....	330	109,489	6,826,266	62.35		45,253
Year ended June 30, 1884. ....	343	109,388	6,441,439	58.88		56,026
Year ended June 30, 1885. ....	355	116,576	7,098,459	60.89		59,714
Year ended June 30, 1886. ....	392	126,322	7,645,227	60.52		62,205
Year ended June 30, 1887. ....	415	143,076	8,272,041	57.81		65,853
Year ended June 30, 1888. ....	433	155,978	7,722,330	49.51	217,385.10	78,229
Year ended June 30, 1889. ....	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended June 20, 1890. ....	494	154,678	6,599,896	42.67	167,501.53	90,151
Year ended June 30, 1891. ....	634	147,672	6,500,372	44.02	389,169.28	84,963
Year ended June 30, 1892. ....	642	145,423	7,056,002	48.52		77,381
Year ended June 30, 1893. ....	673	148,868	7,708,888	51.78		73,361
Year ended June 30, 1894. ....	699	145,960	7,524,286	51.55	218,173.60	84,941
Year ended June 30, 1895. ....	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended June 30, 1896. ....	755	155,398	8,138,947	52.37	449,931.61	87,221
Year ended June 30, 1897. ....	779	161,151	8,223,000	51.02	1,856,474.31	91,398
Year ended June 30, 1898. ....	814	179,814	9,183,693	51.07	786,868.48	94,532
Year ended June 30, 1899. ....	838	174,658	8,310,630	47.58		95,090
Year ended June 30, 1900. ....	847	201,262	10,448,485	51.91	141,171.82	92,713
Year ended June 30, 1901. ....	895	212,217	11,091,099	52.26		102,083
Year ended June 30, 1902. ....	915	219,678	11,382,035	51.81	415,507.96	105,946
Year ended June 30, 1903. ....	934	281,619	12,060,825	52.07		104,393
Year ended June 30, 1904. ....	961	235,043	11,737,940	49.94		108,237
Total period ended June 30, 1904. ....	961	4,217,466	218,919,635	51.91	6,222,102.64	2,138,042

W. H. HARRINGTON,  
Superintendent.

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E—Continued.

Canada, year by year, from April 1, 1868, to June 30, 1904.

Total amount withdrawn during period.	Average amount of each withdrawal during period.	Number of accounts opened during period.	Number of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of accounts closed during period.	Number of accounts remaining open at close of period.	Interest allowed to Depositors.	Total amount standing to the credit of all Open Accounts, inclusive of Interest allowed, at close of period.	Average amount standing to credit of each Open Account at close of period.
\$	\$					\$	\$	\$
8,857.48	53.35	2,146		44	2,102	939.37	204,588.89	97.33
296,754.35	61.99	6,429		1,319	7,212	21,094.72	856,814.26	118.80
664,555.51	70.11	7,823		2,857	12,178	48,689.08	1,588,848.83	130.41
1,093,438.86	72.10	9,424		4,449	17,153	84,273.68	2,497,259.65	145.59
1,778,565.19	81.33	10,846		6,940	21,059	116,174.55	3,096,500.01	147.04
2,323,299.32	86.91	11,995		9,528	23,526	126,932.88	3,207,051.57	136.32
2,468,643.42	86.04	12,048		10,606	24,968	126,273.31	3,204,965.46	128.36
2,341,979.04	82.88	10,516		11,190	24,294	120,758.06	2,926,090.48	120.44
2,021,457.97	77.11	10,218		10,097	24,415	110,116.08	2,740,952.59	112.27
1,726,082.98	70.49	8,971		9,312	24,074	104,067.86	2,639,937.47	109.60
1,713,658.73	70.55	10,558		8,597	25,535	103,834.29	2,754,484.03	107.87
1,733,448.79	66.07	10,755		8,845	27,445	110,912.56	3,105,190.80	113.14
2,015,813.16	69.89	14,407		10,487	31,365	136,075.47	3,945,669.11	125.80
2,097,389.15	73.56	18,731		10,491	39,605	184,904.81	6,208,226.77	156.75
3,461,619.31	96.53	25,778		13,920	51,463	291,065.07	9,473,661.53	184.08
4,730,995.39	104.54	27,127		17,531	61,059	407,305.17	11,976,237.31	196.13
5,649,611.13	100.84	26,562		20,939	66,682	477,487.46	13,245,552.64	198.63
5,793,031.84	97.01	27,591		20,951	73,322	539,560.51	15,090,540.31	205.81
6,183,470.60	99.40	29,103		21,555	80,870	607,075.38	17,159,372.09	212.18
6,626,067.51	100.62	31,874		22,585	90,159	692,404.57	19,497,750.15	216.26
7,514,071.78	96.05	37,515	723	26,704	101,693	765,639.15	20,689,032.62	203.44
7,532,145.56	89.06	38,049	2,962	29,581	113,123	841,921.79	23,011,422.57	203.41
8,575,041.98	95.12	32,127	570	33,499	112,321	786,875.37	21,990,653.49	195.78
7,875,977.57	92.67	29,791	1,124	32,006	111,230	734,430.89	21,738,648.09	195.44
7,230,839.14	93.44	28,943		29,368	110,805	734,590.70	22,298,401.65	201.24
6,631,578.97	90.39	29,502		26,032	114,275	777,482.98	24,153,193.66	211.36
7,473,585.46	87.98	29,116	662	27,033	117,020	835,800.34	25,257,868.14	215.84
7,810,291.97	85.41	27,998	1,647	26,037	120,628	876,049.07	26,805,542.47	222.22
7,406,066.13	84.91	30,100	1,959	26,245	126,442	944,524.73	28,932,929.68	228.82
7,656,086.64	83.76	30,236	5,722	26,663	135,737	1,024,511.74	32,380,829.09	238.55
8,853,178.42	93.65	33,722	2,279	29,449	142,289	982,725.62	34,480,397.77	242.47
9,021,862.56	94.88	30,172		30,320	142,141	1,001,899.96	34,771,605.17	244.62
8,903,505.46	96.03	37,596	587	29,337	150,987	1,049,699.27	37,507,455.80	248.41
9,774,694.62	95.75	38,685		32,304	157,368	1,126,952.44	39,950,812.62	253.87
10,617,070.50	100.21	38,886	712	31,205	162,761	1,188,924.83	42,320,209.91	260.01
11,379,756.94	109.01	39,786		35,524	167,023	1,254,048.96	44,255,326.93	264.96
11,883,127.70	109.79	38,925		37,376	168,572	1,309,567.05	45,419,706.28	269.44
200,367,621.13	93.71	883,551	18,947	733,926	168,572	20,645,589.77	45,419,706.28	269.44

R. M. COULTER,  
Deputy Postmaster General.





APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

4-5 EDWARD VII., A. 1905

## APPENDIX F.

## POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the Year ended June 30, 1904.

Denominations.	Number of Paid Notes.	Total.	Rate of Com- mission.	Amount of Commission received.
				\$ cts.
20 cents.....	45,737			
25 ".....	82,740			
30 ".....	93,782			
40 ".....	61,046	253,305	1 Cent.	2,533 05
50 ".....	112,776			
60 ".....	52,447			
70 ".....	33,240			
75 ".....	60,421			
80 ".....	47,192			
90 ".....	39,780			
\$1.00.....	206,924			
1.50.....	89,985			
2.00.....	132,805			
2.50.....	53,219	828,789	2 Cents.	16,575 78
3.00.....	83,001			
4.00.....	60,507			
5.00.....	140,871	284,379	3 Cents.	8,531 37
10.00.....	65,244	65,244	5 Cents.	3,262 20
		1,431,717		30,902 40

R. M. COULTER,  
*Deputy Postmaster General.*

W. J. JOHNSTONE,  
*Accountant.*

SESSIONAL PAPER No. 24

APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes received from the American Bank Note Company and issued to Postmasters, during the Year ended June 30, 1904.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total Value. \$ cts.
1903.																				
July .....	4,095	6,045	4,800	4,360	8,535	3,925	2,290	4,000	3,530	3,650	14,635	6,320	9,805	3,955	6,285	4,670	12,790	.....	103,690	180,064 50
August ...	1,685	3,865	3,185	2,750	6,315	3,255	1,355	3,250	2,575	2,055	10,680	5,290	7,140	3,640	4,785	3,920	10,975	25,170	101,890	397,244 60
September..	2,935	5,375	3,985	3,655	6,980	3,355	1,980	3,370	2,670	2,425	12,435	4,905	8,265	3,720	5,880	3,345	10,950	3,225	89,455	183,893 85
October ...	3,570	6,390	4,910	5,150	8,110	3,820	2,260	4,225	3,005	2,835	15,185	6,560	10,905	3,770	6,290	4,715	10,500	5,445	107,645	225,168 85
November ..	3,670	6,620	6,025	5,635	10,165	4,350	3,415	5,015	4,605	3,040	17,930	7,470	10,850	5,190	8,135	5,695	11,995	7,700	127,595	277,578 40
December ..	5,470	9,455	7,335	6,575	12,615	5,410	3,705	7,270	5,445	4,885	24,045	10,460	14,720	5,780	9,615	6,640	16,005	8,100	163,530	338,243 10
1904.																				
January....	5,840	9,940	6,645	6,765	12,665	6,470	4,380	8,645	5,460	4,900	23,805	10,545	15,560	6,515	9,445	6,970	14,225	7,200	165,975	326,814 75
February ..	3,920	7,480	5,765	5,160	9,255	4,635	3,675	7,025	4,865	3,815	19,290	8,640	12,110	4,715	6,505	5,145	9,435	5,200	126,635	239,226 55
March .....	4,145	8,025	5,870	5,280	11,365	4,280	2,835	6,575	3,785	3,125	20,260	8,040	11,005	4,260	6,965	4,855	11,285	6,260	128,215	254,784 95
April .....	5,455	9,985	6,775	7,190	13,885	5,380	3,625	7,375	4,780	4,320	21,880	8,375	13,185	5,195	7,895	5,425	12,440	7,255	150,420	291,571 60
May .....	3,555	6,700	5,145	5,045	9,110	4,050	2,840	4,700	3,610	3,690	17,185	7,110	10,485	4,475	6,670	4,860	10,800	6,110	116,120	241,724 55
June .....	4,810	8,480	6,720	6,240	10,645	5,155	3,185	5,900	4,700	4,220	19,125	8,515	12,980	5,055	8,120	5,945	12,840	7,775	140,410	293,855 00
	49,150	88,360	67,160	63,805	119,645	54,065	35,545	67,350	49,120	42,960	216,455	92,230	137,010	56,270	86,590	62,185	144,240	89,440	1,521,580	3,250,170 70



STATEMENT of the number and value of paid Postal Notes received in the Postal Note thereto to enable broken amounts to be remitted, and the

Months.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.
1903.										
July.....	2,950	5,224	4,272	4,047	7,387	3,655	2,119	3,325	3,100	2,666
August.....	2,513	4,896	3,671	3,699	6,771	3,258	1,957	3,143	2,775	2,189
September....	3,585	5,426	4,443	4,341	7,259	3,626	2,170	3,337	3,052	2,668
October.....	3,400	5,902	4,875	4,683	8,557	3,958	2,343	3,975	3,351	2,911
November....	3,567	6,338	5,086	4,919	8,882	4,081	2,551	4,439	4,009	3,124
December.....	4,819	8,858	6,601	6,061	11,487	5,374	3,604	6,890	5,117	4,194
1904.										
January.....	4,605	8,590	6,399	5,817	10,793	5,346	3,834	7,922	5,096	4,414
February.....	3,889	7,160	5,519	5,216	9,585	4,736	3,165	6,672	4,385	3,655
March.....	4,150	7,918	5,923	5,651	11,458	4,749	3,041	5,776	4,216	3,549
April.....	4,603	8,496	6,089	6,145	11,695	4,984	3,251	5,755	4,439	3,810
May.....	3,861	7,190	5,544	5,299	9,345	4,352	2,654	4,671	3,908	3,381
June.....	3,795	6,742	5,360	5,168	9,557	4,328	2,551	4,516	3,744	3,219
	45,737	82,740	63,782	61,046	112,776	52,447	33,240	60,421	47,192	39,780

SESSIONAL PAPER No. 24

F—Continued.

Division during the year ended June 30, 1904 ; the value of Postage Stamps affixed amounts paid in Postage Stamps for Extra Commission.

\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total Value including Postage Stamps affixed to Notes.	Value of Postage Stamps affixed to Notes for exten- sion of value.	Extra commission paid in Postage Stamps.
									\$ cts.	\$ c.	\$ c.
12,791	5,897	8,734	3,661	5,661	4,119	12,368	...	91,976	163,606 76	511 41	7 29
11,904	5,058	8,046	3,299	5,181	3,831	11,944	90	84,225	153,344 71	462 16	5 79
13,057	5,687	8,908	3,601	5,758	4,185	9,913	4,585	95,601	198,181 33	533 88	6 67
15,285	6,518	10,141	4,214	6,799	4,945	11,587	6,333	109,777	239,958 12	570 57	7 22
16,257	7,314	10,946	4,555	6,929	5,141	11,472	6,718	116,328	250,806 00	592 85	7 22
22,872	10,555	15,112	5,840	8,946	6,494	14,359	7,949	155,132	320,389 28	652 38	8 26
22,406	10,377	13,208	5,126	7,988	5,774	11,967	6,606	146,268	283,426 30	675 00	8 17
19,409	7,824	11,174	4,366	6,749	4,705	10,424	5,960	124,593	243,732 00	576 00	3 14
19,191	7,748	11,497	4,519	7,002	5,081	11,330	6,619	129,418	258,351 59	624 29	3 43
19,500	8,206	12,174	4,712	7,494	5,414	11,778	6,672	135,217	268,069 48	645 13	3 99
17,260	7,317	11,346	4,644	7,051	5,329	11,773	6,666	121,591	256,254 77	556 72	3 01
16,992	7,484	11,519	4,682	7,443	5,489	11,956	7,046	121,591	262,630 94	584 94	3 22
206,924	89,985	132,805	53,219	83,001	60,507	140,871	65,244	1,431,717	2,898,751 28	6,985 33	67 41

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## APPENDIX F—Continued.

STATEMENT showing the number and value of Postal Notes returned to the Postal Note Division by Postmasters, and cancelled; and including the number and value of Postal Notes destroyed by fire, &c., while in possession of Postmasters, during the Year ended June 30, 1904.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1.00	\$1.50	\$2.00	\$2.50	\$3.00	\$4.00	\$5.00	\$10.00	Total Number of Notes.	Total Value.
1903.																				
July.....	34	44	41	40	91	29	22	37	36	29	113	56	72	35	38	28	64	.....	809	1,197 44
August.....	42	44	61	39	69	33	41	41	46	39	97	41	65	27	36	23	52	13	809	1,200 77
September.....	64	76	74	72	95	55	49	48	72	63	108	84	88	50	52	52	53	61	1,216	2,146 76
October.....	45	50	57	44	81	42	19	51	44	23	99	57	59	41	44	37	60	34	887	1,572 56
November.....	64	82	77	67	89	68	59	75	64	56	121	72	82	69	72	55	64	64	1,300	2,356 08
December.....	87	80	66	72	105	46	44	53	62	55	173	79	93	54	54	34	75	35	1,297	1,996 22
1904.																				
January.....	47	69	53	61	106	47	55	61	47	52	159	70	79	43	43	38	49	34	1,113	1,734 58
February.....	45	70	50	57	77	42	31	46	48	33	127	68	68	41	70	21	53	29	976	1,588 41
March.....	72	79	99	87	125	81	79	51	83	83	237	136	120	66	61	67	87	25	1,638	2,458 69
April.....	147	154	125	92	201	89	106	92	96	87	194	124	145	90	79	55	102	73	2,051	3,226 79
May.....	28	57	42	39	72	28	21	32	26	27	96	41	56	27	38	16	52	31	729	1,284 56
June.....	62	67	67	54	104	51	39	62	50	46	118	70	80	41	43	29	50	38	1,071	1,690 43
	737	872	812	724	1,215	611	565	649	674	593	1,642	898	1,007	584	630	455	761	437	13,866	22,453 29



APPENDIX F—*Concluded.*

STATEMENT showing the number and value of paid Postal Notes received in the Postal Note Division, year by year, from August 1, 1898, to June 30, 1904.

Year ended June 30.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	\$1.00.
1899.....	16,207	33,830	19,428	23,413	44,149	16,402	28,388	.. ..	15,657	6,490	74,589
1900.....	28,515	47,290	38,817	37,592	61,784	33,461	23,127	30,046	27,963	20,863	102,626
1901.....	35,607	51,070	42,542	42,424	71,313	36,923	27,502	30,379	31,388	26,014	120,550
1902.....	36,389	61,120	48,718	46,995	79,793	40,984	28,576	39,486	34,305	29,107	144,028
1903.....	39,694	71,530	55,966	53,744	96,008	46,098	31,066	48,188	39,492	35,201	173,114
1904.....	45,737	82,740	63,782	61,046	112,776	52,447	33,240	60,421	47,192	39,780	206,924

Year ended June 30.	\$1.50.	\$2.00.	\$2.50.	\$3 00.	\$4.00.	\$5.00.	\$10.00	Total Number of Notes.	Total Value including Postage Stamps. affixed.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
									\$ cts.	\$ cts.	\$ cts.
1899....	32,411	48,316	26,710	15,172	11,182	59,063	.. ..	471,407	771,490 28	2,272 38	5 56
1900.....	50,578	67,785	31,048	43,989	32,448	91,318	.....	769,259	1,289,976 47	4,897 97	38 46
1901.....	61,002	78,682	34,036	50,880	37,602	99,685	.....	877,599	1,459,015 75	5,045 70	61 84
1902.....	70,732	94,105	38,022	58,128	42,812	118,791	.....	1,012,091	1,702,469 85	5,775 75	70 70
1903.....	80,509	114,053	46,211	68,804	49,577	147,308	....	1,196,563	2,046,094 54	6,390 34	87 65
1904.....	89,985	132,805	53,219	83,001	60,507	140,871	65,244	1,431,717	2,898,751 28	6,985 33	67 41

R. M. COULTER,

*Deputy Postmaster General.*

W. J. JOHNSTONE,

*Accountant.*



## APPENDIX G

### LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONDUCTING THE MONEY ORDER, POSTAL NOTE AND SAVINGS BANK SYSTEMS











## APPENDIX H

# REPORT OF MISSING LETTERS

## CLASS A---REGISTERED LETTERS

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## APPENDIX H.

Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the results of the proceedings instituted therein by the Department.

## CLASS A.—REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$					
1	Louis Monkman.	Greenway, M.	Feb. 3	45 00	Sydney Clark.	Winnipeg.	Stated not to have been received by the person addressed.	This letter was mis-delivered by an official of the Winnipeg post office. Value of contents made good by the official in question.	3
2	Jos. Dupont.	Abenakis, Q.	Mar. 16	23 60	Chalifaux & Co.	St. Hyacinthe.	Only \$20 60 stated to have been received.	No evidence to account for the alleged discrepancy.	7
3	Mrs. J. Gilmore.	Westham Island, B.C.	June —	6 30	T. Eaton Co.	Toronto.	Only \$1 30 stated to have been received.	" " " "	7
4	Jos. Nevins.	Upper Pockmouche.	" 2	14 00	Bank of Nova Scotia.	Chatham, N.B.	Only \$12 stated to have been received.	" " " "	7
5	Geo. Payne.	North Augusta.	" 26	37 00	Thos. Miller.	Lombardy, O.	Only \$27 stated to have been received.	" " " "	7
6	E. J. McIntyre.	Loch Lomond, N.S.	July 9	5 00	Dunlop, Cook & Co.	Amherst.	Stated not to have been received by the persons addressed.	These letters duly reached the Amherst post office, where further trace of them could not be found. Value of contents made good by postmaster of Amherst.	3
7	J. Matheson.	" "	" —	40 00	" "	"	"	"	
8	Clayton & Sons.	Halifax.	" 10	15 00	Mrs. A. M. McKinnon.	"	"	"	
9	Eastern Trust Co.	"	" 10	10 00	Miss B. Lloyd.	"	"	"	
10	A. Sanderson.	Eden, M.	" 17	20 00	R. B. Stickney.	Austin, M.	"	This letter is said to have been despatched from Eden to Neepawa, en route to destination, but not to have reached Neepawa. Contents made good by postmaster of Neepawa, who had in his employ a dishonest assistant.	3
11	Geo. Williamson.	Rainy River.	" 24	3 00	W. H. Hill.	Chincin (Shers-ton, P. O.)	"	This letter duly reached the Fort Frances post office, en route to destination.	3

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12	J. Bjornson	Norman	Aug.	8	40 00	Sara Randefson.	Balmoral.	"	"	tion, but there being no evidence of its despatch from Fort Frances, the postmaster of that office made good the contents. The Norman post office was entered by burglars on the night of the 8th of August and this letter stolen. Contents made good by the postmaster, who had failed to afford proper security for the letter. There being no evidence of the despatch of this letter, the postmaster of Rideau Ferry made good the value of its contents.	8
13	Miss Agnes Summers.	Rideau Ferry	"	10	4 00	Miss B. Foran	Ottawa	"	"		3
14	A. Evans	Elgin, M.	"	21	1 50	J. S. Brown & Sons.	Paris, O	Only \$1 stated to have been received.	"	No evidence to account for the alleged discrepancy.	7
15	J. A. Collet	Matapedia	"	28	20 00	Mrs. J. A. Collet	Montreal	Only \$15 stated to have been received.	"	"	7
16	Israel Bouthillier.	Tignish, P.E.I.	Sept.	1	8 00	Mrs. Israel Bouthillier.	St. Simon	Stated not to have been received by the person addressed.	"	The mail in which these letters were contained was made up at the Moncton post office for the Halifax and Campbellton travelling post office and delivered to the contractor for the Moncton and railway station service. It was subsequently stolen at the station while in the custody of the contractor, who made good the value of contents.	8
17	V. Beck	Alliston, P.E.I.	"	1	10 00	Mrs. J. Murray.	Doaktown	"	"		3
18	J. F. Wilson	Cudaff	"	9	12 00	Eastern Town-Ship Bank.	St. Joseph de Beauce.	"	"	This letter is stated to have reached Cranbourne, en route to St. Joseph de Beauce, but not to have reached the latter office. Contents made good jointly by postmasters of Cranbourne and St. Joseph de Beauce, who failed to observe certain regulations in the treatment of the letter.	3
19	J. Baldwin	Jackfish, O.	"	11	70 00	Mrs. M. J. Baldwin.	Dirleton, O.	"	"	This letter duly reached Galetta, en route to destination, where further trace of it could not be found. Contents made good by postmaster of Galetta.	3
20	Alex. Coe	Sudbury, O.	"	11	10 00	Sydney Burton.	Indian Head	"	"	This letter duly reached Moose Jaw, en route to destination. It was subsequently found, without contents, in the street near the post office. Contents made good by the postmaster of Moose Jaw.	3



## APPENDIX H—Continued

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	8 cts.					
21	Sam Yuen .....	Simcoe, O. ....	Sept. 18	5 00	Hong Shang Co.	Montreal. ....	Stated to have been received without contents.	This letter having failed of delivery, was returned to the dead letter office, where it was found to be without its stated money contents. No conclusion can be reached concerning the disappearance of the money.	7
22	Mrs. C. Ramstedt.	Emerson, M. ....	" 24	10 00	Claus Ramstedt.	Ohlen. ....	Stated not to have been received by the person addressed.	Trace of this letter disappeared in the Winnipeg post office, to which it was despatched from Emerson, en route to destination. It was not found possible to fix responsibility for its loss on any one of the officials through whose hands it passed.	4
23	Emma T. Graham.	Beaver, M. ....	Oct.	2 00	T. Eaton Co. ....	Toronto. ....	Stated to have been received without contents.	This letter is believed to have been tampered with at the Neepawa post office, to which it was forwarded en route to destination, by a dishonest assistant. Loss made good by the postmaster.	5
24	Jos. Davis. ....	St. Ubalde, Q. .	" 5	60 00	T. Davidson & Co.	Quebec. ....	Stated not to have been received by the persons addressed.	These letters were despatched from St. Casimer in a registered package for Quebec and forwarded on the Montreal and Quebec travelling post office, en route to destination. Value of contents made good by the railway mail clerk in charge, who was unable to show what disposition he had made of the package.	3
25	A. Gagnon & Son.	" "	" 5	20 00	N. Rioux. ....	" "	Stated not to have been received by the persons addressed.		
26	Alf. Auger. ....	" "	" 5	21 00	H. Beaulx. ....	" "			
27	E. Lavellee. ....	" "	" 5	10 00	" Geo. Demers. ....	St. Henri Station.			
28	H. Martin. ....	St. Casimer. ....	" 5	2 50	" "	" "			
29	J. Tessier. ....	" "	" 5	20 00	Leclerc & Letellier.	Quebec. ....			
30	Lovell & Christmas	Montreal. ....	" 9	260 00	J. Johnson. ....	South Durham. .	" "	The South Durham post office was entered by burglars and this letter	9

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31	Mrs. A. Cox	Leychminster	"	9	4 50	T. Eaton Co	Toronto	Stated to have been received without contents.	stolen. No clue to the perpetrators of the robbery. No evidence to account for the alleged discrepancy.	7
32	Union Bank	Parrsborough	"	13	2,700 00	Colonial Copper Co.	Cape d'Or, Advocate Harbour, N.S.	Stated not to have been received by the person addressed.	This letter duly reached Port Greville, en route to destination, and was stolen from the postmaster by an individual who made good his escape. No clue to the perpetrator of the robbery.	9
33	Mrs. Stanley Reynard	Gavelton, N.S.	Oct.	24	7 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	Case still under inquiry.	11
34	Jos. Walker	Beaver, M.	"	29	18 20	Farmers' Trading Co.	Portage la Prairie	"	See case No. 23.	5
35	Miss E. Amirson	Tusket, N.S.	"	31	32 00	T. Eaton Co.	Toronto	"	Case still under inquiry.	11
36	H. Gillies	Gillies	Nov.	4	20 00 and postal notes.	E. Murphy	Mount Forest, O.	Stated not to have been received by the persons addressed.	"	11
37	R. Pratt	Mistawasis	"	4	2 00	T. Eaton Co.	Toronto	"	"	
38	P. Dubois	"	"	4	2 00	"	"	"	"	
39	C. J. Gillies	"	"	4	1 15	"	"	"	"	
40	W. J. Poirier	Duck Lake	"	4	2 00	"	"	"	"	
41	Jennie Gillies	"	"	4	2 20	"	"	"	"	
42	Jos. Crispin	Lumsden	"	5	17 35	"	"	"	"	
43	T. Walsh	Moose Jaw	"	5	5 20	"	"	"	"	
44	R. Jamar	Prince Albert	"	5	4 00	"	"	"	"	
45	Miss E. Pulling	Milestone	"	5	9 25	"	"	"	"	
46	Mrs. T. Patience	"	"	5	14 25	"	"	"	"	
47	J. F. Betts	Prince Albert	"	5	1 00	"	"	"	"	
48	A. Lafertiere	Pigeon Lake	"	5	1 25	<i>Le Cultivateur</i>	Montreal	"	"	
49	G. R. Bird	Prince Albert	"	5	1 00	<i>Herald &amp; Star</i>	"	"	"	
50	W. Gager	Shellbrook	"	5	1 00	"	"	"	"	
51	S. E. Taylor	Portage la Prairie	"	6	30 00	Rosse Taylor	Petrolia, O.	"	"	
52	Mrs. P. Ross	Prince Albert	"	6	7 00	T. Eaton Co.	Toronto	"	"	
53	Miss E. Sloan	Kenlis, Assa	"	6	10 00	Mrs. John Heaman	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
54	Catherine Melanson	Eel Brook	"	6	5 00	St. John Soap and Desk Co.	Montreal	"	Case still under inquiry.	11
55	T. Eaton Co.	Toronto	"	13	1 10	Mrs. Wm. Montgomery	Lake Talon, O.	Stated not to have been received.	There being no evidence to show that this letter was despatched from Toronto, the Toronto Post Office made good the value of its contents. See cases Nos. 23 and 34.	3
56	A. H. Scantlen	Riding Mountain, M.	"	13	5 00	McPherson	Winnipeg	Stated to have been received without contents.	"	5

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## APPENDIX H—Continued.

A—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Results of proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1903.	\$ cts.					
57	Postmaster..	Frys, Asa.....	Nov. 14	5 00	Postmaster.....	Winnipeg....	Stated not to have been received by person addressed.	This letter duly reached Brandon, en route to destination, where further trace of it was lost. Contents made good by Postmaster of Brandon.	3
58	Robert Elder.....	Millett, Alta....	" 14	10 00	Mrs. Elder.....	Ray, Alta.....	"	The Ray Post Office was destroyed by fire on the night of the 17th November and this letter was burned.	10
59	Bank of Hamilton.	Winnipeg.....	" 20	10,000 00	Bank of Hamilton.	Vancouver.....	"	This package was stolen by J. H. Wilcox, of the Railway Mail Service. \$6,820 of the stolen money was subsequently recovered. Wilcox was convicted and sentenced to 7 years in penitentiary. A man named J. A. Bangs was convicted of being an accomplice, and sentenced to 18 months in jail at hard labour.	8
60	J. Le Forge.....	Powar's Creek, N.B.	" 23	16 00	J. A. Humphrey & Sons.	Moncton.....	Only \$6 stated to have been received.	Abstraction supposed to have been committed by a railway mail clerk who is not now in the service. The evidence in the case was not considered sufficient to secure a conviction. Case still under inquiry.....	6
61	D. Nash.....	Surrette Isld....	" 23	4 52	London Wholesale House.	St. John.....	Stated to have been received without contents.		11
62	L. N. Gelinas....	Grand Mere, Q..	" 24	145 00	T. Bournival....	Three Rivers...	Only \$140 stated to have been received.	Loss made good by the Three Rivers Post Office, at which the letter was unduly detained.	5
63	Dowie.....	Harrow.....	" 28	10 00	M. C. Rose.....	Toronto.....	Stated not to have been received by the person addressed.	This letter was delivered by the Toronto Post Office to an individual named J. Wall, who represented himself to be the addressee, and was	4



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64	G. McLaren....	Head of St. Peter's Bay, P.E.I.	"	30	6 50	Merchants' Bank	Souris, East....	Only \$1.50 stated to have been received.	identified by an outsider as the addressee. Wall was sentenced to 5 years in penitentiary. Money not recovered.	7
65	T. T. Gadd.....	Winnipeg.....	Dec.	7	10 00	Mrs. E. Gadd....	Brandon.....	Stated not to have been received by the person addressed.	No evidence to account for the alleged discrepancy.	3
66	Henry Speare . .	Copley, M.....	"	11	44 08	Great West Life Insurance Co.	Winnipeg. ....	"	This letter was despatched from the Copley Post Office to Lyleton Post Office, and by the latter to the Deloraine and Winnipeg Railway Mail Clerk, who acknowledged its receipt but was unable to show what disposition he had made of it. Loss made good.	3
67	Miss F. DeMille..	Prosser Brook, N.B.	"	12	7 00	Miss E. M. DeMille.	Fredericton....	Only \$5 stated to have been received.	This letter was contained in the mail of the 13th December, from Prosser Brook, which was duly delivered to the Elgin and Flint Hill courier. The courier having delayed delivery of the mail, owing to a storm, and having allowed it to lie over at an unauthorized point, made good the loss.	5
68	W. A. McKenzie.	North Shore, N.S.	"	14	9 35	J. C. Whyte....	Hamilton, O....	Stated not to have been received by the person addressed.	There being no evidence to show that this letter was despatched from Wallace Bridge, to which office it was forwarded <i>en route</i> to destination, the Postmaster of Wallace Bridge made good the value of its contents.	3
69	J. Carroll.....	Stagsburn .....	"	16	5 50	M. O. Malley....	Martindale.....	Only \$5.25 stated to have been received.	No evidence to account for the alleged discrepancy.	7
70	W. Stewart.....	Buckingham.....	"	24	10 00	V. Chartrand....	Chartrand .....	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from Ottawa to Navan, <i>en route</i> to Chartrand, but not to have reached Chartrand. Contents made good by Postmaster of Navan, who failed to observe certain regulations in the treatment of the letter.	3
71	Miss L. A. MacDonald.	Kingsborough, P.E.I.	"	26	2 00	T. Eaton Co....	Toronto.....	"	This letter disappeared in the Souris East Post Office, to which it was despatched <i>en route</i> to destination. Value of contents made good by Postmaster of Souris East.	3

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## APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office of Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Results of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$ cts.					
72	J. J. Schuler .....	Fairville, Assa..	Dec. 30	9 00	J. Macdonald...	Moose Jaw.....	Stated not to have been received by the person addressed.	The Moose Jaw Post Office was entered by a burglar and this letter stolen. Contents made good by the Postmaster, who failed to place the letter in a position of safety.	8
73	J. B. Lussier.....	St. Denis River, Richelieu..	Jan. 15	4 55	Fleishman & Co.	Montreal..	"	There being no sufficient evidence of the despatch of this letter from St. Denis, River Richelieu, the value of its contents was made good by the postmaster of that office.	3
74	T. S. Kitson.....	Riding Moun- tain, W.	" 15	3 25	R. Simpson & Co	Toronto..	Only \$1.25 stated to have been received.	See cases 23, 24 and 56.	5
75	Cowdry Bros.....	Macleod.....	" 16	29 00	J. V. C. Laturn.	Regina. ....	Stated not to have been received by the person addressed.	No evidence to account for the alleged discrepancy.	7
76	Mrs. Johnston....	Neepawa.....	" 23	11 20	T. Eaton Co....	Toronto.....	Only 20 cents stated to have been received.	See cases Nos. 23, 34 56 and 74.	5
77	Miss E. T. Payea..	Merrickville.....	" 23	3 00	Miss K. Foley..	Ottawa.....	Stated not to have been received by the person addressed.	There being no evidence to show that this letter was despatched from Merrickville, the postmaster made good the value of its contents.	3
78	Geo. Schreider....	Waterloo, O.....	" 25	10 00	A. Eidt.....	New Hamburg..	"	Contained in a mail bag despatched by the Toronto, St. Mary's and London travelling post office to New Hamburg, which was put off the train at New Hamburg railway station, but accidentally fell under the wheels of the train. Some of the letters were recovered, but no trace could be found of this letter.	10

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79	Mrs. Jos. Jackson.	Cranbrook, B.C.	"	26	10 00	Miss Alice Jack-son.	East Pubnico.	Stated to have been received without contents.	The East Pubnico post office was entered by a burglar on the night of the 2nd Feb., who rifled this letter of its contents. The money was recovered from the thief, who subsequently escaped from custody.	8
80	W. K. Morris.	Farrelton, O.	Feb.	1	3 50	Wm. Ashe.	Ottawa.	Stated not to have been received by the person addressed.	This letter was lost by a letter-carrier of the Ottawa post office, who made good the value of its contents.	3
81	S. J. Tucker.	Spa Springs.	"	2	5 00	Bradley & Garret-son	Brantford.	"	Case still under inquiry.	7
82	Joseph Spurr.	L'Amable, O.	"	5	60 00	F. H. O'Flynn.	Madoc.	"	This letter was stolen from the L'Amable post office by a person who had improperly obtained access to the interior of the post office. Value of contents was made good by the thief, against whom there was not sufficient evidence to prosecute.	8
83	Miss Lena Hoch.	Toronto Station 'B.'	"	6	30 00	A. Hoch.	Weissenburg.	"	This letter duly reached the Toronto P. O. where further trace of it could not be found. Contents made good by Toronto P. O.	3
84	Mrs. Thos. Moore.	Little Current.	"	7	7 50	Mrs. R. A. Rob-ertson.	Ottawa.	"	Case still under inquiry.	11
85	Wm. Thompson.	"	"	7	20 00	R. J. D'Arcy.	Kingston.	"	These letters were irregularly des-patched from Lacolle, and sub-sequently lost. Value of contents made good by the postmaster. This letter was stolen by an un-authorized assistant in the Bal-gonie post office, who made good his escape. Loss borne by the postmaster.	3
86	A. Dubreuil.	"	"	8	15 00	Mrs. A. Dubreuil	Hull.	"		
87	H. Asselin.	"	"	8	10 00	Mrs. D. Asselin.	Calumet Island.	"		
88	Mrs. J. Morrin.	"	"	8	5 00	J. Dagenais.	Morewood.	"		
89	B. Sambrook.	"	"	8	5 00	Mrs. W. Faul.	Brûle Lake St'on	"		
90	H. McDiarmid.	"	"	8	1 00	Journal Pub Co.	Ottawa.	"		
91	A. Morrin & Co.	"	"	9	33 00	Eastern Town-ships Bank.	St. Johns, Q.	"		
92	L. T. Carpentier.	"	"	9	25 00	N. Lord.	"	"		
93	Postmaster.	Balgonie, M.	"	10	232 00	Merchants' Bank	Winnipeg.	"		
94	A. Hodgson.	Boland.	"	13	8 05	A. F. Kempton.	Wawaneau.	Only \$3.05 stated to have been received.	No evidence to account for the alleged discrepancy.	7
95	P. Breton.	St. Camille, Q.	"	13	7 05	Rock City Tobac-co Co.	Quebec.	Stated not to have been received	This letter was lost by a letter carrier of the Quebec post office, who made good the value of the contents.	3
96	A. McCooy.	Edwards, O.	"	15	10 00	Mrs. W. Leclair.	Hull.	Stated to have been received without contents.	Still under investigation.	11



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## APPENDIX H—Continued.

A.—REGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTERS,		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
97	L. Price.	Arder, O.	1904. Feb.	\$ cts.	J. A. Sanderson.	Ossa	Stated not to have been received by the person addressed	Still under investigation.	11
98	J. H. Wilson.	Montreal.	" 24	32 64	W h i t m a n, Barnes & Co.	St. Catharines	Stated not to have been received by the persons addressed.		11
99	G. Patterson & Co.	Preston, O.	" 25	14 00	Wilson Carbide Co.	"		Case still under inquiry.	11
100	Harris, Cook & Co.	Brantford	" 25	5 00	T. Bone.	"		The Mallorytown post office was entered by burglars and this letter stolen. No clue to the perpetrators of the robbery.	9
101	Wm. Vandusen.	Mallorytown.	Mar. 5	50 00	Mrs. Harriet M. Young.	Mallorytown.	"	This letter was stolen from the mail bag in which it was contained by the courier A. E. Davis, between Cheltenham and The Grange. Part of the stolen money was recovered, and the remainder made good by the contractor. Davis was sentenced to three years in penitentiary.	8
102	Alex. B. Kerr.	Ospringle.	" 9	60 80	A. McLaren.	The Grange.	"	There being no evidence to show that this letter was despatched from New Wiltshire the postmaster made good the value of the contents.	3
103	W. E. Edwards.	New Wiltshire, P.E.I.	" 12	10 00	Gourlay, Winter & Leeming.	Toronto.	"	Case still under inquiry.	11
104	R. H. Hall.	Pheasant Forks, Assa.	" 24	62 12	T. Eaton Co.	"	Only \$52.12 stated to have been received.	Case still under inquiry.	11
105	W. Stephenson.	Ponoka.	" 26	45 00	A. Intorn.	Vernon, B.C.	Stated to have been received without contents		7
106	Hay & Co.	Woodstock, O.	" 31	2 84	E. Smith.	Griffiths Corners.	Only \$2.37 stated to have been received.	No evidence to account for the alleged discrepancy.	7
107	P. M. East Baltic.	Souris East, P. E.I.	" 31	4 00	Postmaster.	Charlottetown.	Only \$3 stated to have been received.	Loss made good by an official of the Charlottetown post office who	5

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108	G. W. Gilroy.....	Coe Hill Mines, N.S.....	"	31	00	Wm. Outindicke	Campbellford, O	neglected to at once report the alleged shortage. No evidence to account for the alleged discrepancy.	7
109	Upper Ottawa Im- provement Co.....	Ottawa.....	"	31	175 00	S. Salmon .....	New Liskeard1.	Stated to have been re- c'd without cont'nts Stated not to have been received.	11
110	H. Johnston.....	Montreal.....	"	31	3 50	Jos. Bray.....	Milberta.....	"	7
111	G. W. Gilroy.....	Coe Hill Mines .....	"	31	5 00	Wm. Outindicke	Campbellford.....	Stated to have been re- c'd without cont'nts	11
112	Dr. Vaux.....	Hillsburgh.....	April	1	25 00	H. Boyce.....	Milberta.....	Stated not to have been received by the person addressed.	7
113	F. O. Department.	Ottawa.....	"	2	10 00	J. Mascott.....	New Liskeard..		
114		" .....	"	2	264 50	Postmaster .....	" ..		
					in stamps .....				
115	Wm. Pietschman.	Mandeville .....	"	2	25 00	J. Burnstead.....	Hill View.....		
116	O. Joly.....	Mastigoche.....	"	2	19 00	Granger Bros.....	Montreal.....		
117	The A. Macdonald Co.....	Winnipeg.....	"	7	35 00	M. Poersch.....	Brunkeld.....	There being no evidence of the des- patch of this letter from the Masti- goche post office, the value of con- tents was made good by the post- master. Case still under inquiry.	11
118	Nova Scotia Tele- phone Co.....	Mahone Bay.....	"	16	68 17	Nova Scotia Telephone Co.	Halifax .....	These letters are said to have been despatched from the Mahone Bay to the Lunenburg and Middleton travelling post office, but not to have reached the latter. Contents made good equally by the postmaster of Mahone Bay and the r'y mail clerk	3
119	Mrs. E. C. Smith..	Chester, N.S.....	"	16	15 00	C. E. Julien.....	Middleton, N.S.		
120	Mrs. McArthur...	Portage Avenue Centre (Winnipeg)....	"	20	15 00	R. A. Fines.....	Darlingford .....	No evidence to account for the alleged discrepancy.	7
121	Jos. Bellerile .....	Riviere Makinac	April 21		13 80	H. Carrington..	St. Maurice, Q..	Only \$5 stated to have been received. Stated not to have been received by the person addressed.	11
122	Chs. Lavoie .....	L'Anse St. Jean, Q.	May 2		10 00	Jos. Tremblay..	Les Eboulements Q.	This letter duly reached Quebec from L'Anse St. Jean and was forwarded to Les Eboulements, where further trace of it could not be found. Value of contents made good by post- master of Les Eboulements.	3
123	Mrs. Taylor .....	Pict O.....	"	14	6 00	Walter Ogden ..	Gosport, O .....	The mail in which this letter was con- tained was stolen at the Napanee railway station, and the letter itself rifled of its money contents. No clue to the perpetrators of the rob- bery.	9

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## APPENDIX H—Concluded.

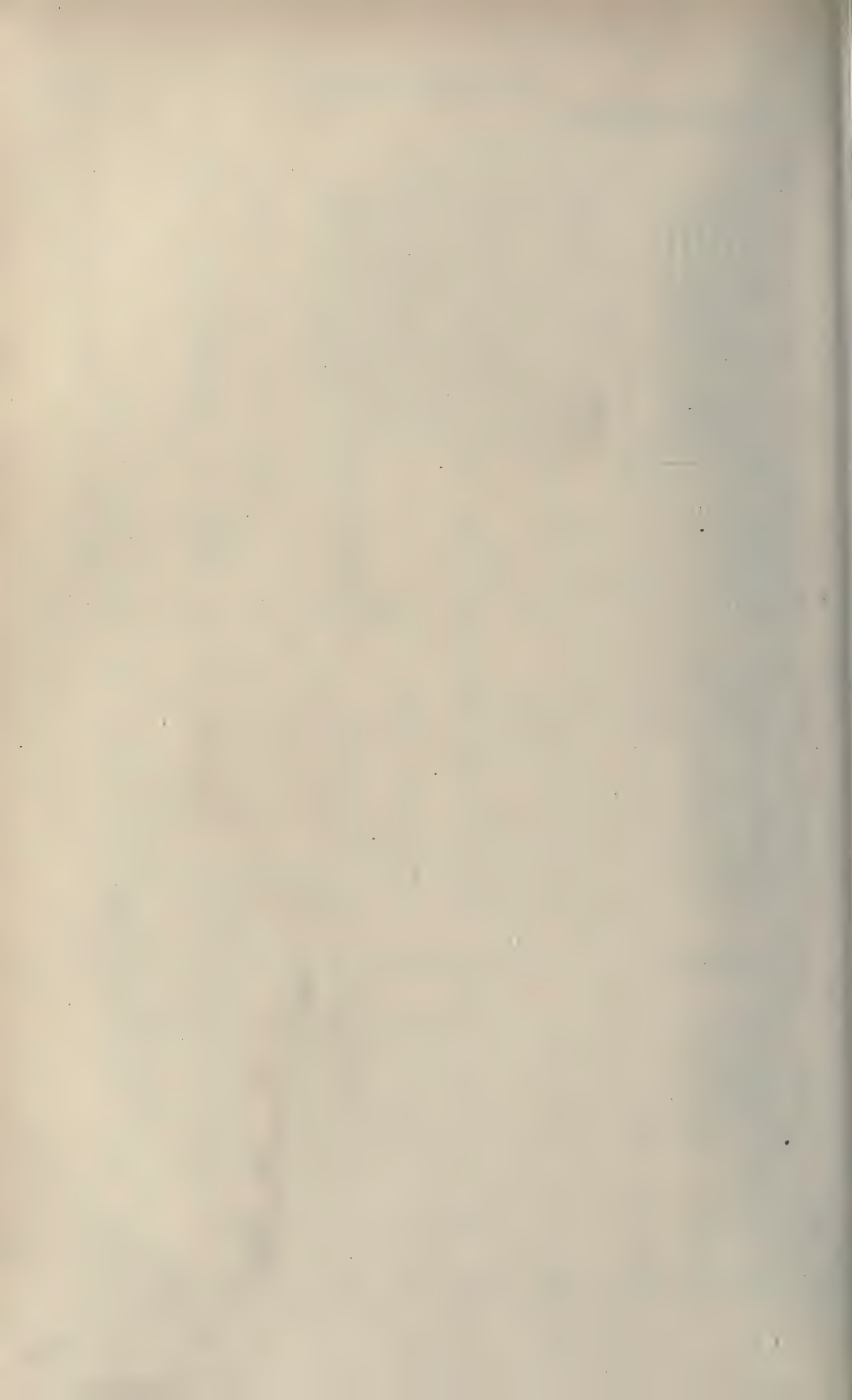
A.—REGISTERED LETTERS.—Report of all cases occurring within the year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—Concluded.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recaptulation.
					Name.	Place.			
			1904.	\$ cts.					
124	Hy. Morgan & Co.	St. Catherine St., Centre P. O., Montreal.	May 30	6 50	Mrs. F. E. Currah	Windsor, O.	Stated not to have been received by the person addressed.	There being no evidence of the dispatch of this letter from the St. Catherine Street post office the value of its contents was made good by the postmaster.	3
125	Harry Grundy	Fernhill	" 31	2 29	Alf. Tyler	London	" "	The Fernhill post office was destroyed by fire on June 1 and this letter burnt.	10
126	O. Lemay	Grande Mere, Q.	June 1	26 65	Mrs. Anne Belle- mare.	St. Etienne de Grés.	Stated to have been received without contents.	The St. Etienne de Grés post office was entered by burglars and this letter robbed of its contents. No clue to the perpetrators of the robbery.	9
127	Jos. Beaudry	Weedon Station, Q.	" 2	28 35	The Credit Fon- cier.	Quebec	Stated not to have been received by the person addressed.	This letter duly reached the Quebec post office where further trace of it could not be found. Value of contents made good by an official who failed to observe certain treatment of registered matter.	3
128	Alex. Brown	Ottawa	" 3	23 00	Dr. Graham	Battle Creek, Assa.	Stated to have been received without contents.	Case still under inquiry.	11
129	H. Miller	Renfrew, O.	" 10	15 00	M. Moody & Sons	Terrebonne	" "	" "	11
130	C. Albin	St. Cunegonde, Q.	" 14	3 00	A. Charbonneau	St. Benoit	" "	" "	11
131	J. Morin	Rue St. Paul	" 14	18 00	M. Moody & Sons	Terrebonne	" "	" "	11
132	Jos. Renaud	Maxville	" 15	19 00	"	"	"	"	11
133	Thos. Evans	Lowell, M.	" 23	11 00	Mrs. J. Spence	Fergus	Stated not to have been received by the person addressed.	"	11



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134 Wm. Price.	Moose Jaw.....	"	27	2 05	D. Brydson.....	Swansea.....	Stated to have been received without contents.	11
135 Jos. Prudhomme..	Ste. Emile de l'Energie.	"	28	20 00	M. Moody & Sons	Terrebonne....	Only \$15.00 stated to have been received.	5
							This letter was despatched to St. Felix de Valois, where it was tampered with by an unsworn assistant, against whom the evidence was not sufficient to warrant prosecution. Loss made good by postmaster of St. Felix de Valois.	



APPENDIX H

REPORT OF MISSING LETTERS

CLASS B---UNREGISTERED LETTERS



## APPENDIX H.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reappitulation.
					Name.	Place.			
1	J. Anderson	Napanee, O.	1903. Jan.	\$ cts. 5 00	A. Tyler	London, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
2	B. Cormack	Rosburn, M.	Feb.	20 00	Geo. A. Cunningham	Fergus, O.	"	"	1
3	D. Cook	Marlbank	"	9 00	Mrs. D. Cook	Deseronto, O.	"	"	1
4	Alvin Fox	Eldorado, O.	Mar.	1 00	Miss Ethel Fox	Bath, O.	"	"	1
5	John Lee	Carnduff.	"	2 00	The Journal Printing Co.	Ottawa.	"	"	1
6	Miss Maggie Taylor	Saskatoon, N.W.T.	"	3 00	T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
7	Benjamin Annis	Carleton, N.S.	"	7 13 00	Blerkhorn & Sons.	Canning, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
8	Mrs. E. F. Watson	Rodway, M.	"	3 25	Miss C. J. Watson	Dunham, O.	"	"	7
9	Miss D. Russenholt	Hartney, M.	"	0 75	T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
10	Thos. Carter	Carleton Place, O.	April	1 00	The Journal Printing Co.	Ottawa.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
11	C. J. Ferguson	Dartmouth, N.S.	"	3 00	Miss Ida Ferguson	North Intervale, N.S.	"	"	1
12	Mrs. John Beihler	Ottawa.	"	2 00	John Beihler	Rockland, O.	"	"	1
13	Jos. Landry	Killaloe Station, O.	"	5 00	Mrs. Jos. Landry	Trenton, O.	"	"	1
14	C. W. Smith	Whitby, O.	"	4 00	Edward Trenouth	Hampton, O.	"	"	1
15	Alex. Primeau	Belle River, O.	"	1 00	Mrs. Alex. Primeau	Windsor	"	"	1
16	Miss M. G. Hawley	Belleville, O.	"	7 00	Miss Ethel Fox	Bath, O.	"	"	1
17	Mrs. Jno. Booth	St. Catharines	May	2 00	Mrs. Anson Hoover	Markham, O.	"	"	1
18	M. Smith	Marlbank Ry. Station.	"	3 00	Mrs. M. Smith	Deseronto, O.	"	"	1

19	John McKinstry.	Dauphin Ry. Station.	"	9'	The Ottawa Journal Printing Co.	Ottawa.	"	"
20	Miss Louis Mayhew.	New Liskeard, O.	"	9	T. Eaton Co.	Toronto	"	"
21	Mrs. John Hoover.	St. Catharines, O.	"	16	Anson Hoover....	St. Catharines.	"	"
22	T. Eaton Co.	Toronto	"	18	Thos. Doyon....	St. Joseph Beauce.	"	"
23	James Caldwell.	Shawville, Q.	"	19	The Journal Printing Co.	Ottawa.....	"	"
24	Miss M. Townsend	Almonte, O.	"	19	T. Eaton Co.	Toronto .....	"	"
25	James Devine	"	"	20	The Journal Printing Co.	Ottawa.....	"	"
26	Mrs. A. L. Wright	St. Catharines, O.	"	21	T. Eaton Co....	Toronto .....	"	This letter was stolen by Thos. Blake, an employee of the St. Catharines Post Office, who was sentenced to 3 years and 3 months in the penitentiary. Value of contents made good by Blake's friends. See cases Nos. 39, 376, 444, 510, 545, 561, 602, 633, 644, 682, Class B. No trace owing to want of registration.
27	John McNeill.	Elnside, O.	"	21	The Ottawa Journal Printing Co.	Ottawa.....	"	"
28	Wm. Brownlee	McDonald's Corners.	"	22	"	"	"	"
29	Miss H. Maynard.	Deschambault, Q.	"	22	O. Moffet.	Quebec .....	"	"
30	Miss Carrie McKewn.	Vasey, O.	"	22	T. Eaton Co.	Toronto .....	"	"
31	G. M. Young.	Campbellton, N.B.	"	23	Mrs. G. M. Young	Trenton, O.	"	"
32	Edson Poapst.	Northfield Station, O.	"	25	The Journal Printing Co.	Ottawa.....	"	"
33	W. Murphy	Montreal.....	"	26	Mrs. W. Murphy..	Elgin, O.	"	"
34	Forest City Paying Co.	London.....	"	26	John Beggs.....	Brantford, O.	"	"
35	J. B. Wythe	Almonte, O.	"	28	Journal Ptg. Co.	Ottawa.....	"	"
36	Adam Austin.	Toronto .....	"	31	Mrs. A. Austin....	"	"	"
37	Geo. E. Baker	Edmonton, N.W.T.	"	31	Mrs. Geo. E. Baker	Sunnerside, P.E.I.	"	"
38	S. B. Colson	Westham Island..	"	31	T. Eaton Co.	Toronto .....	"	"
39	J. J. Maloney	Nagara-on-the-Lake.	June ..	10	Mrs. T. Maloney .	St. Catharines..	"	See case No. 26, Class B.
40	R. Ackerman	Newburgh, O.	"	1	The Journal Printing Co.	Ottawa.....	"	No trace owing to want of registration.
41	T. Eaton Co.	Toronto.....	"	1	Mrs. Alex. A. Cyr.	Little-Cascapedia	"	"
42	Jos. Delamare.	Montreal .....	"	2	Mrs. Elzevir Visien	Quebec .....	"	"
43	Caleb Brooks.	Cascade, Q.	"	3	The Journal Printing Co.	Ottawa.....	"	"
44	Mrs. Madge Ferguson.	Toronto .....	"	4	W. A. Reeves ....	Halifax.....	"	"
45	H. J. Morrison.	Napinka, M.	"	5	Foley, Lock & Larson.	Winnipeg.....	"	"

## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$ cts.					
46	D. W. Banks.....	Winnipeg.....	June 5	7 50	Geo. Valie & Co...	Winnipeg. ....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
47	C. J. Ferguson.....	Dartmouth, N.S..	" 5	7 00	Mrs. Chas. Ferguson.	North Intervale, N.S.	" "	" "	
48	A. Burnham. ....	Galt, O. ....	" 6	6 00	Georgina Armstrong.	Durham, O. ....	" "	" "	
49	Jas. A. McKinnon	Napinka, M. ....	" 8	10 00	Mrs. B. Judie .....	Cannington, O. ....	" "	" "	
50	Geo. Crosson.....	Orillia, O. ....	" 8	2 25	Mrs. A. G. Crosson	Midland, O. ....	" "	" "	
51	Dr. H. M. Speckly	Pilot Mound, M. .	" 10	5 00	F. W. Sparling....	Winnipeg.....	" "	" "	
52	Mrs. Kithman ....	Yorkton, N.W.T. .	" 11	2 00	T. Eaton Co. ....	Toronto .....	" "	" "	
53	John H. Porter ....	Vellore, O. ....	" 12	4 00	Mrs. J. H. Porter.	Sandhill, O. ....	" "	" "	
54	T. E. Cook.....	Toronto, .....	" 12	20 00	E. Porter.....	Toronto .....	" "	" "	
55	Eugène Fortin....	Trois Pistoles, Q..	" 12	3 30	St. St. Philippe de Jésus.	Montreal. ....	" "	" "	
56	Eugène Fortin ....	" "	" 12	13 67	J. M. Cadieux ..	" "	" "	" "	
57	J. M. McEown ...	Port Hope Rail-way Station.	" 13	3 00	Miss Lottie McEown.	Toronto .....	" "	" "	
58	Miss D. Coyle.....	Marmora and Tweed Ry. P.O.	" 13	5 00	Miss B. Coyle ....	Belleville, O. ....	" "	" "	
59	Chas. J. Cross ....	Simcoe, O. ....	" 14	0 50	M. D. Carder. ....	Toronto... ..	" "	" "	
60	W. J. Waller .....	Winnipeg, M. ....	" 15	10 00	Mrs. W. G. Waller	" "	" "	" "	
61	Miss E. McRobart	Brandon, M. ....	" 15	5 00	Miss Ethel M. Ingram.	Woodstock, O. ....	" "	" "	
62	F. T. Reynolds....	Toronto, O. ....	" 16	2 00	The Bryant Press..	Toronto... ..	" "	" "	
63	E. J. Lockhart....	Brandon, M. ....	" 16	5 00	Miss Ethel M. Ingram.	Woodstock, O. ....	" "	" "	
64	Mrs. A. McNabb..	Orillia, O. ....	" 18	3 00	Miss Lizzie Dyce..	Walters Falls, O.	" "	" "	
65	Philemon McEvier.	Pintendre, O. ....	" 18	19 62	J. Ad. Gagnon....	Quebec .....	" "	" "	
66	S. Robinson .....	Toronto, O. ....	" 19	3 00	Josiah Thomas....	Layton, O. ....	" "	" "	
67	Miss Della Heltz..	Robinson's Crs., O.	" 20	8 66	Bradley, Garretton & Co.	Brantford, O. ....	" "	" "	



68	Miss Whitehead.	London, O.	"	20	0 50 Wm. Briggs & Co.	Toronto.	"	"	No evidence to account for the alleged discrepancy.	7
69	M. Dooker.	Lombardy, O.	"	20	10 00 A. W. Aut Cb.	Ottawa.	"	"		
70	C. J. McCallum.	B'var Lake, N.W.T.	"	20	1 25 T. Eaton Co.	Toronto.	"	"		
71	J. L. Bailey	Callender, O.	"	22	15 00 J. M. Steele.	Clarksburg, O.	"	"	No trace owing to want of registration.	
72	Mrs. P. Short.	Ottawa.	"	22	4 00 Miss Annie Gibson	Novar, O.	"	"		
73	Thos. Dalbaire	St. Mrs. Beauce, Q.	"	22	5 00 F. J. Bernier	Montreal	"	"		
74	F. J. Valée	Seven Islands, Q.	"	23	38 50 L. Duchance	Quebec	"	"		
75	R. J. Birt	Marburg, O.	"	23	20 00 H. B. Danby	Sincoe, O.	"	"		
76	W. J. Southern.	Fredrickton, N.B.	"	23	2 00 J. R. Kennedy	Newcastle B'dge, N. B.	"	"		
77	R. H. Townsend	North Wakefield, Q.	"	23	1 05 Ketchum & Co.	Ottawa.	"	"		
78	James Badin	Condie, Assa.	"	24	1 25 T. Eaton Co.	Toronto.	"	"		
79	L. J. Young	Richmond, O.	"	27	1 25 The Ottawa Jour- nal Ptg. Co.	Ottawa.	"	"		
80	A. W. Wright	Toronto.	"	29	2 00 Mrs. A. W. Wright	Niagara on Lake	"	"		
81	E. Gagnon	Gananoque, O.	"	30	6 00 Heintzman & Co.	Toronto.	"	"		
82	Eliza Cameron	Big Point, Q.	"	30	1 00 D. E. J. Cameron.	Quebec.	"	"		
83	Miss Maylesworth	Bath, O.	"	30	2 00 Mrs. D. W. Cronk	Long Lake, O.	"	"		
84	T. C. Clarke.	Toronto.	"	30	1 00 Mrs. Frank Clarke	Brussels, O.	"	"		
85	H. Bisson	Three Rivers, Q.	July	1	2 00 A. Bisson	Quebec.	"	"		
86	Rev. M. Benson.	Amprior, O.	"	1	5 00 Mrs. Manly Benson	Grimsby Park, O	"	"		
87	Miss E. Smith	Ottawa, O.	"	1	5 00 Sec'y, Ottawa Golf Club.	Ottawa.	"	"		
88	Robert Stewart.	Montreal.	"	3	3 00 Mrs. Thos. Stewart	"	"	"		
89	Mrs. J. E. Hum- phrey.	Cannington Manor	"	3	12 00 Smith & Burton.	Brandon.	"	"		
90	P. McGrath	Belleville, O.	"	"	30 00 Mrs. P. McGrath.	Point St. Charles	"	"		
91	E. W. Morrell	Stanstead, Q.	"	4	6 50 Bell Telephone Co.	Sherbrooke, Q.	"	"		
92	J. Coristine & Co.	Montreal.	"	4	5 00 S. B. Coristine	Gananoque, O.	"	"		
93	J. H. Cornuier	Little Cascapedia.	"	4	0 50 La Cie Silver Me- dicale.	Montreal.	"	"		
94	M. A. Green.	High River, Alta.	"	4	4 00 T. Eaton Co.	Toronto.	"	"		
95	Miss Sophie Taylor	St. Catharines, O.	"	5	2 25 Miss Jewiss.	Bobcaygeon, O.	"	"		
96	J. J. Thomas	Guelph, O.	"	6	5 00 Miss E. Brodie.	Toronto.	"	"		
97	H. Lowry	Westboro, O.	"	6	0 75 Wm. Briggs	"	"	"		
98	John Stirling.	Kingston.	"	6	1 00 Miss E. C. Sterling	Kingston.	"	"		
99	Mrs. Masterton.	Montreal.	"	6	2 00 Miss G. Robinson.	Windsor, O.	"	"		
100	T. Champagne	Maisonneuve, Q.	"	6	7 00 Dame T. Cham- pagne.	St. Thomas de J.	"	"		
101	Yack Yuen.	Ladner, B. C.	"	7	50 00 Yick Chong & Co.	Nanaimo, B.C..	"	"	This letter was posted for registration and is believed to have been forwarded as an ordinary letter. Postmaster Lander made good the contents.	3

This letter was posted for registration and is believed to have been forwarded as an ordinary letter. Postmaster Lander made good the contents.

## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$	cts.				
102	A. McKay.....	Britannia Bay, O..	July 7	6	20	Miss Mag'e McKay	Cornwall, O. ....	No trace owing to want of registration.	1
103	Mrs. Forfar .....	Amprior, O .....	" 8	0	25	John Murphy & Co.	Ottawa.....	"	
104	Mrs. D. A. Slade..	Dorval, Q. ....	" 8	4	00	E. G. F. Slade..	"	"	
105	Miss B. C. Snedden	Blakeney, O .....	" 10	1	15	T. Eaton Co .....	Toronto.....	"	3
106	E. A. Christie..	Owen Sound, O .....	" 10	0	50	Wm. Briggs.....	"	"	
107	Miss Nilsson.....	Quebec.....	" 10	6	00	L. Cousineau.....	Montreal.....	"	
108	Joseph Tremblay..	Quai des Ebois, Q.	" 10	3	00	La Presse.....	"	"	
109	Alex McDonald....	Portage du Fort, Q.	" 10	1	00	The Journal Printing Co.	Ottawa.....	"	
110	Hislop & Hunter....	Montreal.....	" 11	2	00	J. C. Simpson.....	Montreal.....	"	3
111	Lawrence Smith....	" Point, Q .....	" 11	20	00	F. D. Shallow....	"	"	
112	John Vibert.....	Long Point, Q .....	" 11	5	00	F. T. Thomas....	Quebec.....	"	
113	A. M. Dubois.....	Sault Ste. Marie..	" 11	5	00	Miss Sophie Dubois	Toronto.....	"	
114	J. W. Wemp.....	Toronto.....	" 12	5	25	Miss Hoyle.....	Bath, O .....	"	
115	N. Thibodeau.....	Contrecoeur, Q .....	" 12	22	00	Miss E. Thibodeau	Porneuf, Q.....	"	3
								This letter was posted for registration but is believed to have been forwarded as an ordinary letter. Contents made good by P. M. of Contrecoeur.	
								No trace owing to want of registration.	
116	M. Walsh.....	Carleton Place, O.	" 12	15	00	Mrs. M. Welsh.....	Peterboro, O .....	"	3
117	A. Thornton.....	Montreal .....	" 13	5	00	H. Brusseau.....	Montreal.....	"	
118	H. Thomas.....	" .....	" 14	1	50	Mrs. F. H. Thomas	Sherbrooke, Q .....	"	
119	Postmaster.....	Jasper, O .....	" 14	17	00	James Bensley....	Pictou, O .....	"	3
120	Florence Currie....	Toronto.....	" 14	5	00	Archie Currie.....	Pretty Rv. Vally	"	
121	J. O'Donohue.....	Winnipeg .....	" 14	8	00	G. F. Brady.....	Manitou, M.....	"	
122	Miss Carrie Dedrick	Glen William, O ..	" 14	2	10	T. Eaton Co .....	Toronto.....	"	3
123	Miss Bell Martin..	East Jordan, N.S.	" 14	1	00	" .....	"	"	
124	Miss M. E. Cameron.	Edgeley, Assa .....	" 15	2	10	T. Eaton Co .....	"	"	





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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$ cts.					
160	P. O. I., Montreal (test letter).	Montreal	July 24	2 10	J. G. Yon	Montreal	Stated not to have been received by the person addressed.	This was a test letter which was stolen by J. E. Caron, a letter carrier in the Montreal post office. Part of the money was found on Caron who was sentenced to four years in the penitentiary.	3
161	W. J. Byers	Beresford, M.	"	25 00	Miss Martha Williams.	Winnipeg	Only \$15 stated to have been received.	Abstraction in this case was committed by an unauthorized assistant of the Souris post office against whom there was not sufficient evidence to warrant conviction. Loss made good by the postmaster at Souris.	5
162	M. A. Rice	Burks Falls, O.	"	24 10 00	Mrs. W. Rice	Windham, O.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
163	H. L. Mack	Wellman's Corners	"	24 2 10	T. Eaton Co.	Toronto	"	"	
164	Clara E. Forbes	Argyle Head, N.S.	"	24 1 12	"	"	"	"	
165	Wallace Calder	Peterboro', O.	"	25 50 00	Stratton & Hall	Peterboro', O.	"	"	
166	J. N. Hicks	Millbrook, O.	"	25 1 00	J. M. Forster	Toronto	"	"	
167	P. Fortier	Lyster Station	"	25 7 00	Legaré & Brochu	Quebec	"	"	
168	R. Beaton	Barrie, O.	"	25 2 00	J. B. Chureh	Madoc, O.	"	"	
169	Jos. Dube	Depot Harbour, O.	"	26 1 57	Mrs. A. McCullough.	Ottawa	"	"	
170	Lucy Parker	Hillstown, O.	"	26 2 16	Wm. Briggs	Toronto	"	"	
171	Mde. L. Bertrand	Maisonneuve	"	27 5 00	Mme. P. Bertrand	St. Clothilde	"	"	
172	Miss M. Livingston	Blyth, O.	"	27 3 00	T. Eaton Co.	Chateauguay	"	"	
173	J. Matheson	Winnipeg	"	27 4 60	John Wraggit	Winnipeg	"	"	
174	Miss Cruickshanks	Melrose, O.	"	27 2 00	A. G. Pittaway	Ottawa	"	"	
175	J. R. Campbell	Franktown Station	"	27 1 00	The Ottawa Journal Printing Co.	"	"	"	
176	M. Wadgo	Toronto	"	28 2 00	Mrs. John Wadgo.	Midland, O.	"	"	

177	Miss C. Platt.....	Pictou, O., Rail- way Station.	"	28	3 00	T. Eaton Co....	Toronto	"	"
178	Mrs. J. C. Radford	Hudson, Q.	"	28	10 00	W. H. Scroggie....	Montreal.	"	"
179	Mamie Winer.....	Springfield, O.	"	28	0 10	Wm. Briggs.....	Toronto	"	"
180	Miss Alma Hunter	Preston, O.	"	28	10 39	Mrs. Chas. Hunter	Niagara-on-the- Lake,	"	"
181	W. Chipman.....	Ottawa.....	"	28	10 00	Mrs. W. Chipman.	Jones' Falls, O.	"	"
182	E. Gravel.....	Charlottenagne, Q.	"	28	2 00	Etienne Dore.....	Quebec.....	"	"
183	L. B. Pearson.....	Newmarket, O.	"	29	6 00	Mrs. Major Ross..	Weston, O.....	"	"
184	W. S. Givans.....	Millbrook, O.	"	30	3 00	Saturday Night....	Toronto	"	"
185	L. L. Fortier.....	St. Henri de Lévis	"	31	2 28	N. Coté.....	Quebec.....	"	"
186	P. C. O'Gilvie.....	Montreal, Q.	Aug.	1	10 00	Mrs. P. C. O'Gilvie	Foster, Q.....	"	"
187	Mrs. A. A. Van Nor-	Central Argyle...den.	"	1	9 60	Wm. Briggs.....	Toronto	"	"
188	D. Sexsmith.....	Kingsford, O.....	"	1	0 50	".....	"	"	"
189	Mrs. J. S. Went-	Grimsby, O.....	"	1	1 00	".....	"	"	"
190	R. Stewart.....	Montreal.....	"	3	3 00	Mrs. T. Stewart..	Ottawa.....	"	"
191	H. E. Head.....	Xford & Pictou, P. O.	"	3	3 00	Jas. Acton Pub. Co	Toronto	"	"
192	Jos. Boutin.....	Montreal.....	"	3	4 00	Mrs. Jos. Boutin..	St. Malo, Q....	"	"
193	Nellie Sweetman..	Toronto.....	"	3	2 00	Mrs. C.C. Knowles	Georgetown, O.	"	"
194	Mrs. R. C. Fleming	Pembroke, O.....	"	3	2 00	Mrs. Sweetman....	Greenmore, O.	"	"
195	Jules Bresson.....	Ste. Blaindine, Q.	"	3	1 25	Dr. E. Morin.....	Ottawa.....	"	"
196	Miss C. Watts.....	Parry Sound, O.	"	4	20 00	W.A. Murray & Co.	Quebec.....	"	"
197	Mrs. H. N. Blair..	Cooper.....	"	4	1 10	Rev. Wm. Briggs..	Toronto	"	"
198	P. H. Ryan.....	Montreal.....	"	5	10 00	Mrs. P. H. Ryan..	Côté des Peres, Q	"	"
199	L. W. Norton.....	Lambeth, O.....	"	5	1 00	Wm. Briggs.....	Toronto	"	"
200	Mrs. A. Clark.....	Montreal.....	"	5	2 00	Miss C. Hervieux..	Ottawa.....	"	"
201	Richard Tew Co.	Toronto.....	"	5	5 00	J. R. Metcalfe....	Pembroke, O....	"	"
202	Capt. M. Lynch....	Tignish, P.E.I....	"	5	2 00	W. R. McNeill....	West Devon, P. E. I.	"	"
203	J. Barrett.....	Montreal.....	"	6	12 00	Mrs. J. Barrett... Father Point, Q.	Toronto	"	"
204	Edith Pritchard...	Lascelles.....	"	6	1 05	Rev. Wm. Briggs..	St. Sauveur de Quebec.	"	"
205	A. L. Poirier.....	Levis, Q.....	"	7	15 00	J. A. Marando....	"	"	"
206	Mrs. J. Shanahan..	Montreal.....	"	7	3 00	Miss A. A. Mc- Arthur.	Cacouna, Q.....	"	"
207	T. Vanborn.....	Kingston, O.....	"	7	2 00	Russell Vanhorn..	Port Hope, O....	"	"
208	Merchants Bank..	Windsor, O.....	"	7	5 40	Merchants Bank..	Mitchell, Q.....	"	"
209	W. G. Wrong.....	Wallacetown, O.	"	7	1 00	Rev. W. Briggs....	Toronto	"	"
210	Mrs. Sigley.....	Holly.....	"	7	1 00	".....	"	"	"
211	Dr. Harriman.....	Kingston.....	"	7	1 00	".....	"	"	"
212	Miss A. Shield.....	Montreal.....	"	8	2 00	Miss A. Shield....	St Alphonse de J	"	"
213	Hudson Bay Co.	Vancouver.....	"	8	3 00	Mrs. W. T. Hodg- son.	Montreal.....	"	"
214	Miss A. Muir.....	Nanaimo, B.C....	"	8	1 00	Thos. Frost.....	Victoria, B.C....	"	"
215	D. McNulty.....	Point Alexander, O	"	8	2 00	"Journal" Ptg. Co.	Ottawa.....	"	"
216	W. Rorke.....	Meaford, O.....	"	8	0 30	Rev. W. Briggs....	Toronto	"	"
217			"	8				"	"

## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
218	D. Morin.....	Sudbury, O. ....	1903. Aug.	\$ 5 00	Mrs. A. Bourquest	Mattawa, O. ....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
219	J. Lapointe .....	Westmount, Q. ....	" 9	3 00	Madi J. Lapointe.	Kanouraska, Q.	"	"	
220	E. W. Forbes.....	Evanston, N.S. ....	" 9	1 00	Rev. Wm. Briggs	Toronto .....	"	"	
221	J. Lockwood.....	Windsor Mills, Q. ....	" 10	2 15	A. J. Hudon.....	Richmond, Q. ....	"	"	
222	Mrs. W. G. Hunt.....	Brockville, O. ....	" 10	7 00	C. A. Hunt.....	Ottawa.....	"	"	
223	J. Rousseau.....	Windsor Mills, O. ....	" 10	1 80	La Patrie.....	Montreal .....	"	"	
224	Mrs. C. D. Bingley	Carp, O. Ry. Sta'n	" 10	2 50	Miss L. Howard	Ottawa.....	"	"	
225	Mrs. E. Fortier.....	Quebec .....	" 10	1 00	Miss R. Fortier ..	Three Rivers ..	"	"	
226	M. Horwitz .....	Cobden, O. ....	" 10	1 00	Cohen Bros.....	Toronto .....	"	"	
227	Ada Glover.....	Toronto .....	" 10	2 75	Miss M. McGregor	Huntsville, O. ....	"	"	
228	Mrs. Hy. Fisher.....	Baltimore, O. ....	" 10	0 25	Rev. Wm. Briggs	Toronto .....	"	"	
229	Ferdinand Germain	St. Bazile, Q. ....	" 10	4 25	Sisters of Charity.	Quebec.....	"	"	
230	J. A. Greenhill....	Windsor, O. ....	" 11	3 00	J. A. Greenhill....	St. Catharines, O	"	"	
231	Rev. P. Rioux.....	Hochelega, Q. ....	" 11	10 00	Mme. E. Beaurer- gard.	Montreal .....	"	"	
232	F. M. R. Spendlove	Montreal .....	" 11	4 00	Mrs. F. M. R. Hud- son Heights, Spindlove, Q.	" .....	"	"	
233	Mrs. Dr. McQueen	Tilsenburg, O. ....	" 11	2 00	R. Simpson Co.....	Toronto .....	"	"	
234	E. W. Forbes.....	Lunenburg, N.S. ....	" 11	1 00	Rev. Wm. Briggs	" .....	"	"	
235	Mrs. M. A. Rubidge	Toronto.....	" 12	6 00	Miss Rubidge.....	Shanty Bay, O. ....	"	"	
236	E. Hughes.....	Brandon, M. ....	" 12	6 00	E. McDonald.....	Winnipeg.....	"	"	
237	Benj. J. Preston....	Yarmouth, N.S. ....	" 12	10 00	Reid Bros.....	St. John, N.B. ....	"	"	
238	Mrs. Warren.....	Montreal .....	" 13	4 00	Mrs. Henry.....	Aylmer West, Q.	"	"	
239	Miss A. L. Gale.....	Norton, N. B. ....	" 13	10 00	E. Lorne Gale.....	N. Sydney, N.S.	"	"	
240	Mrs. N. S. Steacy.	Kazabazua, Q. ....	" 13	1 00	Mrs. Mary Johnson	Ottawa.....	"	"	
241	Mrs. J. A. Andrews	Kinburn, O. ....	" 13	10 00	J. A. Andrews.....	" .....	"	"	
242	Jos. Fournier.....	Sandy Bay, Q. ....	" 13	7 75	J. B. Renaud & Co	Quebec.....	"	"	
243	Mrs. Jas. Graham	Port Perry, Q. ....	" 13	8 50	T. Eaton Co.....	Toronto .....	"	"	
244	Mrs. Frank Porter	Waukenahe.....	" 13	0 50	" .....	" .....	"	"	
245	Mrs. K. Day.....	Collingwood, O. ....	" 14	5 00	Miss R. Day.....	" .....	"	"	



## SESSIONAL PAPER No. 24

246	Mrs. S. A. Turner	Brantford, O.....	"	14	1 00	Mrs. Clara Brooks	Caistor, O.....	"	"	"	1
247	Geo. Stanley & Co.	Toronto .....	"	15	2 00	Arcaide Printing Co	Toronto .....	"	"	"	1
248	Miss C. McGuire...	" .....	"	15	5 00	Mrs. Chs. McGuire.	Barrie, O.....	"	"	"	1
249	C. Fairbairn.....	Montreal .....	"	15	8 00	Joslin Bros.....	Montreal .....	"	"	"	1
250	Mrs. W. C. Road-	Owen Sound.....	"	15	1 00	Rev. Wm. Briggs.	Toronto .....	"	"	"	1
251	N. Poulin .....	St. Joseph Beauce,	"	17	15 00	Codere Fils & Co.	Sherbrooke, Q..	"	"	"	1
252	Miss Lizzie Larkin	Q.....	"	17	10 00	Geo. Lester .....	Ottawa.....	"	"	"	1
253	Mr. Nogar .....	Vancover .....	"	18	14 10	Mrs. W. H. Nogar	Barrie, O.....	"	"	"	1
254	B. C. A. Hall .....	South River, O ..	"	18	1 53	Robinson & Co.....	Winnipeg .....	"	"	"	1
255	Harry Whitlow.....	Emerson, M.....	"	19	8 00	Mrs. Whitlow .....	Hartford, O.....	"	"	"	1
256	Miss S. Mitchell ..	Toronto .....	"	19	2 00	Miss E. Cudlipp ..	Trenton .....	"	"	"	1
257	J. Townsley .....	Montreal .....	"	20	2 00	Miss D. Bonin.....	Boucherville ..	"	"	"	1
258	Mrs. J. R. Murray ..	Toronto .....	"	21	12 00	Miss Helen Smellie	Norval, O.....	"	"	"	1
259	F. M. Bernard .....	Winnipeg .....	"	21	2 00	Mrs. M. Bernard ..	Montreal .....	"	"	"	1
260	B. Everett .....	Lakefield, O.....	"	21	9 19	Stratton & Hall ..	Peterboro', O ..	"	"	"	1
261	Mrs. F. H. Talbot ..	The Gore, O.....	"	21	2 00	Wm. Briggs .....	Toronto .....	"	"	"	1
262	Rev. Sister Marie	Ottawa.....	"	22	2 50	New Life Rem'y Co	" .....	"	"	"	1
263	de Crucifix .....	Mcrrittion, O.....	"	22	7 00	Mason & Risch Co	" .....	"	"	"	1
264	Annie Nestor .....	Anttrin, O.....	"	22	1 00	The Journal Ptg. Co	Ottawa.....	"	"	"	1
265	J. T. McVetty .....	Anttrin, O.....	"	22	0 60	Rev. Wm. Briggs ..	Toronto .....	"	"	"	1
266	Mrs. J. D. Stevens ..	Bowmanville, O ..	"	22	3 00	Mrs. Sarah McLeod	Pricerville, O....	Stated to have been received without contents.	Contents of this letter are believed to have been abstracted by an employee of the contractor for collecting from the letter boxes. Loss made good by the contractor, Toronto. (See case No. 279, Class B.)	No trace owing to want of registration.	5
267	Miss A. M. Shand.	Toronto .....	"	24	6 00	Mrs. Wm. Shand ..	St. Mary's, O....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1	
268	Angus Kennedy .....	Almonte, O.....	"	24	1 50	Andrew Kennedy ..	Ottawa.....	"	"	"	1
269	Wm. Beggs .....	Barb, O.....	"	25	25 00	A. L. Stackhouse ..	Montreal .....	"	"	"	1
270	Maria Jolyan .....	Owen Sound, O ..	"	25	25 00	Miss A. Pope .....	Montreal .....	"	"	"	1
271	A. R. C. Smith .....	Coldwater, O.....	"	25	35 00	H. R. Jory .....	Barrie, O.....	"	"	"	1
272	A. Caron .....	Trois Saumons ..	"	26	50 00	Thibaudau Bros.	Quebec .....	"	"	"	1
273	A. Bolland .....	Toronto .....	"	26	8 00	Rod. Keller .....	Campbellford, O	"	"	"	1
274	F. W. Bell .....	Moosejaw, N.W.T.	"	26	5 00	Peters Bros .....	Toronto .....	Stated to have been received without contents.	No trace owing to want of registration. No evidence to account for the alleged discrepancy.	1	
275	P. J. Cullin .....	Montreal .....	"	27	5 00	Thos. McKenna ..	Quebec .....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1	
276	Samuel Graham.....	West Devon, P.E.I	"	26	5 00	R. T. Holman ..	Summerside, P. E.I.	"	"	"	1

## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation
					Name.	Place			
			1903.	\$ cts.					
277	David Fraser.....	Toronto .....	Aug. 28	7 00	Mrs. David Fraser	Chatworth, O....	Stated not to have been received by the person addressed.	No trace owing to want of registration	1
278	J. B. Desgrosvillers.	Montreal .....	" 28	8 00	Mrs. J. B. Desgrosvillers.	St. Timothee, Q.	" " " " " "	" " " "	"
279	R. Wilson.....	Toronto .....	" 28	2 60	J. Buchanan	Lambton Mills, O.	Stated to have been received without contents.	See case 266, Class B.	5
280	Miss Mary Dunn..	Brantford, O....	" 25	2 00	Mrs. Wm. Dunn	Stratford, O....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
281	Mde. Turmen.....	Charlemagne, Q..	" 28	1 00	Miss Racette	Montreal .....	" " " " " "	" " " "	
282	Miss F. Budreo....	Stewarton, O....	" 28	4 00	Mrs. J. C. Budreo.	Toronto.....	" " " " " "	" " " "	
283	M. L. Taché.....	Rivière du Loup, Q.	" 29	0 09	J. E. Dubé.....	Quebec.....	" " " " " "	" " " "	
284	Mde. G. Gauvreau	Toronto .....	" 29	7 00	Mde. Jos. Bouchard	Montreal .....	" " " " " "	" " " "	
285	Wm. Crossley .....	Hamilton, O....	" 29	3 00	Alex. Fleck .....	" " " " " "	" " " " " "	" " " "	
286	S. Shannon .....	Killarney, M.L..	" 30	10 00	Miss M. Kellough.	Thornbury, O....	" " " " " "	" " " "	
287	Miss Lilly Jones...	Toronto .....	" 30	3 00	Mrs. R. Parker...	Newcastle, O....	" " " " " "	" " " "	
288	Miss M. Squires...	Oshawa, O....	" 31	1 10	W.A. Murray & Co	Toronto .....	" " " " " "	" " " "	
289	Rev. J. W. Pring...	Theford, O....	" 31	1 00	Rev. Wm. Briggs..	" " " " " "	" " " " " "	" " " "	
290	Miss L. Parsons...	Westmount, Q...	Sept. 1	5 00	Dr. S. F. Wilson..	Montreal .....	" " " " " "	" " " "	
291	H. A. K. Ball.....	Welland, O....	" 1	5 00	Mrs. M. E. Wright	Ottawa.....	" " " " " "	" " " "	
292	Ed. O'Neil.....	Lindsay, O....	" 1	1 00	The Journal Ptg. Co.	" " " " " "	" " " " " "	" " " "	1
293	J. S. Miller.....	Guelph, O....	" 1	2 00	Rev. Wm. Briggs.	Toronto .....	" " " " " "	" " " "	
294	Rev. A. Murphy...	Glenora, O....	" 3	5 00	Mrs. Arthur Murphy.	" " " " " "	" " " " " "	" " " "	
295	A. F. Slate.....	Sherbrooke, Q....	" 3	2 00	Miss A. Slate....	St. Louis, Mile End.	" " " " " "	" " " "	
296	Abel Grenier.....	Sheldrake, Q....	" 3	40 00	J. P. Guy.....	Quebec.....	" " " " " "	" " " "	
297	Jos. Bouchard...	" " " " " "	" 3	9 00	J. B. Renaud & Co.	" " " " " "	" " " " " "	" " " "	

## SESSIONAL PAPER No. 24

66

1

298	C. B. Clark	Attercliffe	"	3	13 00	(Geo. Arnold	Ridgeville	"	"	This letter was intended for registration, but was despatched by the sender as an ordinary letter. Later the sender proceeded to Welland Port with a view to having it registered on its arrival at that office, but the postmaster misunderstanding his obligations in the case refused to register it. The postmaster subsequently made good the value of its contents.
299	Alex. Linton	Mitchell, O.	"	3	2 00	Miss Mahaffy	Toronto	"	"	No trace owing to want of registration.
300	Harry Russell	Altamonte, M	"	4	15 00	Dr. A. T. Sanden	"	"	"	"
301	Mrs. F. Schafer	Tavistock, O.	about	4	3 00	Mrs. Cressman	Washington, O.	"	"	"
302	Miss L. D. Norton	London South, O.	Sept.	5	1 00	Rev. Wm. Briggs	Toronto	"	"	"
303	Mrs. A. B. Wil-	Minnegash, P.E.I	"	5	1 00	"	"	"	"	"
	kinson.									
304	James Crookard	Glen William	"	5	10 00	T. Eaton Co.	"	"	"	"
305	F. Dubé	St. Roche de Que-	"	8	13 00	Alex. Bureau	Ottawa	"	"	"
		bec.								
306	Miss E. Cox	Montreal	"	8	15 00	Mrs. J. Cox	"	"	"	"
307	Miss E. Cox	"	"	8	5 00	"	"	"	"	"
308	Mde. St. Laurent	"	"	8	2 00	L. Gagnon	St. Sauveur de	"	"	"
							Québec.			
309	C. H. Taylor	Stanstead, Q.	"	8	1 50	L. S. Channell & Sherbrooke	"	"	"	"
						Co.				
310	T. P. Pearson	Deseronto, O	"	8	1 00	Mrs. T. P. Pearson	Napanee, O.	"	"	"
311	Miss Gaudet	St. Constant, C. P.	"	9	0 65	B. Melançon	Montreal	"	"	"
		Ry.								
312	Jennie Robertson	Furnace Falls	"	9	1 90	Mrs. W. Smith	Toronto	"	"	"
313	Miss M. R. John-	Montreal	"	10	10 00	E. A. Robertson	Coaticook, Q.	"	"	"
	son.									
314	Bryan Teazbuck &	Owen Sound	"	10	13 00	H. Nasr	Toronto	"	"	"
	Co.									
315	Miss Young	Flett Springs, O.	"	10	8 32	T. Eaton Co	"	"	"	"
316	J. A. Bennie, sr.	Beachburg, O.	"	11	141 07	Sherwin, Williams	Montreal	"	"	"
						Co.				
317	Wm. Buckle	Listowel, O.	"	11	25 00	Mrs. Buckle	Toronto	"	"	"
318	V. P. Madden	Strathcona, O.	"	11	0 50	Mrs. Wm. Briggs	"	"	"	"
319	W. H. Wyma	Massachusetts	"	12	4 25	Sherbrooke Record	Sherbrooke, Q.	"	"	"
320	T. Eaton Co	Toronto	"	12	0 34	Mrs. J. H. Katz	Elmira, O	"	"	"
321	W. S. Kelly	Bridgewater	"	12	0 50	Rev. Wm. Briggs	Toronto	"	"	"
322	Mrs. Hartshorne	Toronto, O.	"	13	5 00	T. Hartshorne	Montreal	"	"	"
323	Wm. Pilgrim	Brantford, O	"	13	5 00	Mrs. T. A. Loifgreen	Hamilton	"	"	"
324	W. T. A. Donohue	Roberval, Q	"	13	1 00	W. Donohue	Ottawa	"	"	"
325	W. L. Moran	Montreal	"	14	15 00	J. Moran	Hamilton	"	"	"
326	Jas. Munie	Lyleton, M.	"	14	15 00	W. Munie	Winnipeg	"	"	"
327	Rev. A. E. Brown-	Walkerton, O.	"	14	2 00	G. R. Roberts	Toronto	"	"	"
	lee.									
328	Emma Germain	Leclair, Q.	"	15	0 32	Postmaster General	Ottawa	"	"	"



## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstractions from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
329	Mrs. A. B. Wil-Minniegash, P.E.I. kinson.		1903.		Rev. Wm. Briggs	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
330	F. Dextor	Montreal	"	16	Mrs. House	"	"	"	
331	F. A. Jewett	Waterville, N.B.	"	16	25 Wm. Briggs	"	"	"	
332	August Pelletier	Village des Aulnaies, Q.	"	16	37 77 Picher & Paquette	Quebec	"	"	
333	Geo. Williams	Ry. P. O. at Midland	"	16	Mrs. A. F. Cooper	Longford Mills	"	"	
334	G. C. Creelman	Toronto	"	16	Rev. Wm. Briggs	Toronto, O.	"	"	
335	M. R.N.	Montreal	"	16	Mrs. M. Rix	Bath, O.	"	"	
336	J. B. Turcotte	St. Roche de Quebec	"	17	4 00 Mde M. Desrochers	Montreal	"	"	
337	Wm. Mulligan	Lifford	"	18	Miss Ethel Mulligan	Port Hope, O.	"	"	
338	Mrs. Asa Wingler	Toronto	"	18	Mrs. P. C. Doner	Cashtown, O.	"	"	
339	Mrs. Teskey	Montreal	"	18	5 00 Dr. C. E. McCallum	Stouffville, O.	"	"	
340	Miss Maud Robt	Sackville, N.B.	"	19	0 20 T. C. Allen Co.	Halifax	"	"	
341	Mrs. T. C. Stewart	Woodstock, O.	"	19	3 00 Miss Nellie Stewart	Ancaster, O.	"	"	
342	T. A. Wright	Halifax, N.S.	"	19	2 00 Miss Ethel W. Wright	Toronto	"	"	
343	Miss Francis McNutt	Sydney, N.S.	"	19	6 00 Miss M. McNutt	Masktown, N.S.	"	"	
344	G. W. Ferris	Kayley	"	20	2 12 Rev. W. Briggs	Toronto	"	"	
345	Fred Long	Toronto	"	20	5 00 Mrs. Fred Long	Cobourg, O.	"	"	
346	Mrs. Edith Warren	Discovery, B.C.	"	21	5 00 Mrs. Shepherd	Vancouver	"	"	
347	Mrs. Wm. Sprout	MacGregor, M.	"	21	5 00 A. G. McDougall	Winnipeg	"	"	
348	Mrs. Edith Warren	Discovery, B.C.	"	21	10 00 Mrs. Shepherd	Vancouver	"	"	
349	J. E. Killen	Toronto	"	21	1 00 Mrs. J. E. Killen	Windsor	"	"	
350	Mrs. Geo. Alward	Sincoe	"	21	4 00 Geo. Alward	St. Catharines, O.	"	"	
351	Miss S. Scovil	Ottawa	"	21	4 00 Mrs. T. K. Scovil	Portland, O.	"	"	
352	Wm. A. V. Diaper	Randolph, O.	"	21	1 03 Thos. Tombs	London, O.	"	"	

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
393	W. Adams. ....	St. John, N.B. ....	1903. Oct.	5 2 50	Rev. Wm. Briggs.	Toronto .....	Stated not to have been received by the person addressed.	No trace owing to want of registration	
394	Ira J. Jenkins	Sydney, N.S. ....	"	5	Mrs. Ira L. Jenkins	Charlottetown ..	"	"	
395	Jos. Underwood ..	Chenainus, B.C. ....	"	6	2 00 Mrs. Underwood.	Saanich, B.C. ....	"	"	
396	Mme. H. Belanger ..	Montreal. ....	"	6	8 00 E. Belanger.	Beauharnois .....	"	"	
397	H. F. McDougall ..	Sydney, N.S. ....	"	7	4 00 Mrs. McDougall.	Christmas Isl'nd, N.S.	"	"	
398	T. R. Miller ..	Sault Ste. Marie ..	"	7	5 00 Miss Mary Miller.	North Bay, O. ....	"	"	
399	Mrs. R. E. Hender-son.	Winston, O. ....	"	7	5 00 T. Eaton Co .....	Toronto .....	"	"	
400	Dominique Hardy.	Toronto .....	"	7	20 00 Mrs. Cyrille Lortie.	St. Sauveur de Quebec.	"	"	
401	W. Trahan. ....	Montreal. ....	"	8	3 00 G. N. Pichet. ....	Maisonneuve, Q.	"	"	
402	Miss A. Davis. ....	Barrie, O. ....	"	8	7 00 Mrs. Patton .....	London, O. ....	"	"	
403	H. Wallace. ....	Montreal. ....	"	8	20 00 Miss S. Powe. ....	"	"	"	
404	Alice Featherston.	"	"	8	25 25 Mrs. Thos. Featherston.	Lacolle, Q. ....	"	"	
405	C. Leech. ....	Knowlton, Q. ....	"	9	8 00 The T. Eaton Co.	Toronto .....	"	"	
406	R. Thompson. ....	Montreal. ....	"	9	3 00 Miss Lewis. ....	Montreal .....	"	"	
407	Z. Lauzon. ....	"	"	9	1 72 P. Dubord .....	"	"	"	
408	Mrs. L. N. McLaurin.	New Edinburgh, O.	"	9	5 25 The T. Eaton Co.	Toronto .....	"	"	
409	S. T. Pulsifer. ....	Hantsport, N.S. ....	"	10	25 00 McKenzie, Crowe & Co.	Bridgetown, N.S.	"	"	
410	Wm. Blackwell. ....	Greenore. ....	"	11	10 00 Mrs. Wm. A. Blackwell.	Toronto .....	"	"	
411	Mrs. Louis Rocette	Hull. ....	"	11	1 00 Wm. Perrier. ....	Montreal. ....	"	"	
412	H. J. Bush. ....	Aurora, O. ....	"	12	2 00 Methodist Book Room.	Toronto .....	"	"	
413	Mrs. J. W. Fraser	Sherbrooke, Q. ....	"	12	5 00 Robt. Simpson & Co.	"	"	"	
414	Mrs. H. N. Leven.	Ottawa. ....	"	12	20 00 A. Poyanet. ....	Montreal. ....	"	"	



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## APPENDIX H--Continued.

B.--UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTERS.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reapportionment.
					Name.	Place.			
			1903.	\$ cts.					
453	J. E. H. Lesage.	Montreal.	Nov. 29	4 00	Mgr. Archambault	Montreal.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
454	H. Verge.	Sydney, N.S.	"	5 00	Miss Lottie Verge.	Halifax.	"	"	
455	J. F. McGreevy	Montreal.	"	2 25	P. S. Patterson	Toronto	"	"	
456	Mlle C. Charbon- neau.	Petit Brulé.	"	3 00	Rev. Mere Prieure, M.C.	Montreal.	"	"	
457	P. Lessard	Toronto	"	11 00	Mrs. V. J. Lessard	"	"	"	
458	M. Hortwitz	Renfrew, O.	"	2 00	Mrs. Hortwitz	Ottawa.	"	"	
459	Augustine Le Vas- seur.	Point Ste. Anne.	"	2 55	Mrs. Guillaume Crosette.	Dalibaire, Q.	"	"	
460	Miss J. F. Fraser.	Renfrew	"	2 60	Miss B. S. Fraser.	Ottawa.	"	"	
461	Florence Jennings.	Brampton, O.	"	1 50	Annie Jennings	Hamilton, O.	"	"	
462	Mrs. D. Kelly.	Napance, O.	"	2 00	Mrs. Tom Smith	Napance, O.	"	"	
463	B. J. McKerracher	Toronto	"	5 00	Mrs. Ben. McKerracher.	Perth, O.	"	"	
464	M. Sarrazin	Montreal.	"	2 00	Mme. M. Sarrazin	Ste. Jovite, O.	"	"	
465	R. K. Brown	Lindsay	"	15 00	Mrs. A. J. Brown.	Peterboro, O.	"	"	
466	Mrs. F. W. McElroy	South Stukely, Q.	"	7 23	T. Eaton Co.	Toronto	"	"	
467	H. W. Nelson & Co.	Toronto	"	3 00	Mrs. Egan	"	"	"	
468	Central Agency.	Montreal.	"	4 40	A. G. Pittaway	Ottawa.	"	"	
469	A. Hughes.	Medicine Hat	"	5 35	T. Eaton Co.	Toronto	"	"	
470	Mrs. Ellis	Hamilton	"	1 00	Mrs. A. H. Ellis	Tilsenbung, O.	"	"	
471	W. Mitchell	Kingston, O.	"	7 00	Mrs. W. Mitchell.	Ottawa.	"	"	
472	Mrs. R. Conn.	Heathcote, O.	"	6 00	T. Eaton Co.	Toronto	"	"	
473	H. Armstrong	Braeside, O.	"	1 00	The Journal Print- ing Co.	Ottawa.	"	"	
474	Oliver Law	Darlington, M.	"	25 00	Edward C. Law	Pilot Mound	"	"	
475	B. Cragg	Brighton, O.	"	5 00	Miss H. Mulhearn.	Bath, O.	"	"	
476	Nora Boyer	Whitney, on train.	"	15 00	Robert Simpson Co.	Toronto	"	"	
477	Mrs. L. Hadwin.	Temiscamingue.	"	5 00	Miss Annie Had- win.	"	"	"	

# UNREGISTERED LETTERS

H-33

PROFESSIONAL PAPER No. 24

478	John Clark	Gleichen	"	7	25 00	Hingston Arms Co., Hudson Bay Co.	Winnipeg Calgary	"	"	These letters were posted at the Gleichen post office for registration, but were apparently forwarded therefrom as ordinary letters. Contents of the letters made good by the P. M. of Gleichen.	3
479	John Clark	"	"	7	1 00	"	"	"	"	"	1
480	Miss H. F. Wise	Ottawa	"	7	3 60	T. Eaton Co.	Toronto	"	"	No trace owing to want of registration.	3
481	Mlle. J. Petit	Deschambault	"	7	5 00	Mde. D. Loranger	Trois Rivières	"	"	"	1
482	Mrs. J. J. Barrington	Fyneside	"	9	6 00	Miss J. Barrington	Toronto	"	"	"	3
483	J. N. McEvoy	Beaver, M.	"	9	1 60	Collector of Customs.	Portage la Prairie	"	"	Letter supposed to have been stolen by a dishonest assistant in the Neepawa post office. Loss made good by postmaster, Neepawa. See case 534, Class B.	3
484	Miss Atkinson	Montreal	"	9	2 00	J. L. Atkinson	Toronto	"	"	No trace owing to want of registration.	1
485	J. C. Brisson	"	"	9	1 00	W. T. Elberwein	Montreal	"	"	"	1
486	Mrs. Jas. Henderson	Colborne, O.	"	9	5 00	T. Eaton Co.	Toronto	"	"	"	1
487	Mrs. T. Dowie	Winnipeg Station	"	10	7 00	F. Dowie	Crystal City	"	"	"	1
488	John Bibby	Fort William, O.	"	10	10 00	Mrs. John Bibby	Hamilton, O.	"	"	"	1
489	Eagle Knitting Co.	Hamilton	"	10	8 00	Chas. Webster	Toronto	"	"	"	1
490	F. E. Doull	Wolseley, Assa.	"	10	4 00	Miss L. Doull	Fredericton, N.B.	"	"	"	1
491	Miss Lily Mote	Mount Pleasant, B.C.	"	11	30 00	L. Mote	Blue Bonnets	"	"	"	1
492	T. S. Bone	Victoria, B.C.	"	12	1 00	Miss E. C. Bone	Toronto	"	"	"	1
493	Mrs. Alonzo Hiltz	Lydgate, N.S.	"	12	5 00	T. Eaton Co.	"	"	"	"	1
494	Jeanne Duguay	Montreal	"	13	10 00	Wm. Jos. Parise	Ste. Adelaide Pabos.	"	"	"	1
495	W. T. Gilbert	Toronto	"	13	4 00	Mrs. G. Carter	New Lowell, O.	"	"	"	1
496	W. H. Cloakey	"	"	13	2 65	R. Meek	Kingston, O.	"	"	"	1
497	Miss P. Biederman	St. John, N.B.	"	13	2 00	Miss H. Biederman	Milton, N.S.	"	"	"	1
498	P. Boissonneau	Winnipeg	"	15	25 00	Mrs. A. Boissonneau	Toronto	"	"	"	1
499	Miss Maud Canman	Ottawa	"	15	10 00	Wm. Canman	Kingston	"	"	"	1
500	Miss J. Cooper	Cook's Brook, N.S.	"	16	3 75	T. Eaton Co.	Toronto	"	"	"	1
501	J. Villeneuve	Mouse Creek	"	17	1 00	Journal Printing Co.	Ottawa	"	"	"	1
502	John Bell	Maynooth, O.	"	17	3 00	Mrs. J. Bell	Arnprior, O.	"	"	"	1
503	Fred Sherwood	Toronto	"	17	3 25	Mr. Swain	Toronto	"	"	"	1
504	Marie J. Parisee	Montreal	"	18	5 00	Mde. Jos. Parisee	Ste. Adelaide de Pabos.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7	1
505	Austin Sheather	Victoria, B.C.	"	18	1 00	F. W. Berry	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1	1
506	A. J. King	Sydney, N.S.	"	18	5 00	Mrs. A. J. King	Moncton, N.B.	"	"	"	1
507	Wm. White	Montreal	"	19	5 00	Miss G. White	Victoria Harbour, O.	"	"	"	1



## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$ cts.					
508	P. A. Thouin . . . .	St. Hyacinthe, Q.	Nov. 19	1 00	Mme. P. A. Thouin.	Montreal. . . . .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
509	J. Sinclair . . . . .	Duncan, M. . . . .	" 19	5 80	David Wood . . . .	Toulon, M. . . .	" " " " " "	" " " " " "	3
510	H. Burnison . . . . .	Hamilton, O. . . .	" 20	2 00	Miss L. Barber . . .	St. Catharines, O.	" " " " " "	" " " " " "	3
511	R. W. Broder . . . .	Calgary . . . . .	" 20	2 50	T. Eaton Co . . . .	Toronto . . . . .	" " " " " "	" " " " " "	3
512	J. Morel . . . . .	St. Rose de Degile, Q.	" 21	25 00	J. M. Noel . . . . .	Quebec . . . . .	" " " " " "	" " " " " "	1
513	James Young . . . .	Galt, O. . . . .	" 22	5 00	Mrs. H. Young . . . .	Goderich, O. . . .	" " " " " "	" " " " " "	1
514	A. Lavoie . . . . .	Montreal . . . . .	" 23	6 00	Mrs. A. Lavie . . . .	Quebec . . . . .	" " " " " "	" " " " " "	1
515	Geo. McCallum . . . .	Sherbrooke, Q. . . .	" 23	4 00	Miss Sarah Hogan . .	Montreal . . . . .	" " " " " "	" " " " " "	7
516	D. McDougall . . . .	Toronto . . . . .	" 24	5 00	Kate McDougall . . .	Woodville, O. . . .	" " " " " "	" " " " " "	7
517	F. Mathers . . . . .	Str. Charnier at Vancouver.	" 24	5 00	Mrs. A. C. McDonald.	Victoria, B. C. . .	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
518	Henry B. Hicks . . . .	Lawrencetown, N.S.	" 24	15 00	Manager Bank of Nova Scotia.	Bridgetown, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	7
519	James Linnigan . . . .	London, O. . . . .	" 24	1 00	Nurse Deacon . . . .	London West, O.	" " " " " "	" " " " " "	7
520	Jas. L. Morrison . . . .	Moncton, N.B. . . .	" 25	3 50	Mrs. Jos. L. Morrison.	St. John, N.B. . .	" " " " " "	" " " " " "	7
521	H. McQuaig . . . . .	Winchester . . . . .	" 25	10 00	Mrs. J. McQuaig . . .	Ottawa . . . . .	" " " " " "	" " " " " "	7
522	T. Eaton Co . . . . .	Toronto . . . . .	" 27	0 55	Mrs. Chs. H. Smith . .	Newellton, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
523	Harry Curran . . . . .	North Bay, O. . . .	" 27	6 60	John Curran . . . . .	Ottawa . . . . .	" " " " " "	" " " " " "	1
524	G. Derone . . . . .	Montreal . . . . .	" 28	16 00	Mde. C. Leprohon . .	Joliette, Q. . . .	" " " " " "	" " " " " "	1
525	F. X. Descoteau . . . .	Trois-Rivières . . . .	" 28	3 00	N. Morrisette . . . .	Montreal . . . . .	" " " " " "	" " " " " "	1
526	J. D. Fraser . . . . .	Niagara Falls, O. . .	" 29	3 00	Mrs. J. W. Fraser . . .	Sherbrooke, Q. . .	" " " " " "	" " " " " "	1
527	J. McKeen . . . . .	Amherst, N.S. . . . .	" 30	10 00	Mrs. E. Maxwell . . .	Tatamagouche, N.S.	" " " " " "	" " " " " "	1

## SESSIONAL PAPER No. 24

No.	Name	Address	Date	Amount	Payable to	Remarks	Class
528	Warren McDonald	"	"	30	Mrs. Jennie McDonald	"	"
529	Mrs. McGowan	Montreal	"	30	Mrs. Thos. McDonald	Vankleek Hill, O	"
530	Mrs. F. Welch	Sydney Mines, N.S.	"	30	D. C. McDonald	Sydney Mines, N.S.	"
531	Mde. C. Charbonneau	Petit Brûlé, Q.	"	—	Seur Rose	Montreal	"
532	John Mackinlay	Grenfell, Assa	Early in Dec.	10 00	Mrs. John Mackinlay	Shipperlay, M.	"
533	Dr. Z. Malo	L'Epiphanie, Q.	Dec.	2 75	Deon Freres	Montreal	"
534	Isaac Allan	Neepawa, M.	Dec.	23 21	T. Eaton Co.	Toronto	"
535	Catherine Mekun-gon	El Brook, N.S.	"	5 00	The St. John Soap & Desk Co.	Montreal	"
536	James Scanlon	Toronto	"	2 00	Mrs. Wm. King	Tottenham, O.	"
537	Baker & Co.	Montreal	"	2 00	The Witness	Montreal	"
538	Auguste Monpetit	"	"	2 00	Leo Gauthier	St. Isidore de Prescott	"
539	A. F. Bass	Barrie, O.	"	3 00	James A. Reid	Harriston, O.	"
540	Mrs. E. J. Grant	Algonquin Park, O.	"	3 00	Miss Dorothy Lett	Ottawa	"
541	Thos. Douglas	Barrie, O.	"	3 00	Jas. A. Reid	Harriston, O.	"
542	Albert J. Hart	Sydney, N.S.	"	3 00	Union Bank	Baddeck, N.S.	"
543	Anna Despatie	Montreal	"	3 00	Pierre Despatie	St. André Ave. In, Q.	"
544	Thos. Powell	Golden, B.C.	"	7 00	T. Eaton Co.	Toronto	"
545	Mrs. Sol. Knight	Caledonia, O.	"	1 00	W. B. Thompson	St. Catharines	"
546	N. B. Prentiss	Chelsen, Q.	"	1 00	Miss L. H. Prentiss	Ottawa	"
547	R. Chartier	L'Annonciation, Q.	"	1 00	Mrs. Arthur Millett	Galt, O.	"
548	R. T. Nichol	St. Catharines	"	1 00	Registrar, Co. Waterloo	Yarmouth, N.S.	"
549	Joseph A. D'Entremont	Middle East Pub-ntco.	"	20 00	Cook & Stoneman	Toronto	"
550	Leander Amro	South East Pulmico	"	40 00	Wm. Law & Co.	"	"
551	W. Snowcroft	Arnaud, M.	About Dec.	15 00	T. Eaton Co.	Toronto	"
552	W. O. Bélanger	Labelle, Q.	Dec.	2 00	Miss Eva Malvina	Mile End, Q.	"
553	Mrs. C. E. Memo	Montreal	"	5 00	Louy Dowd	Ottawa	"
554	Mrs. S. Bouthier	Eagle Head, N.S.	"	2 00	T. Eaton Co.	Toronto	"
555	Henry Hulse	Bradford	"	3 00	Henry Puddy	"	"
556	Miss R. Lang	Bathelboro, O.	"	3 03	T. Eaton Co.	"	"
557	C. R. Cope	Walkerville, O.	"	2 00	Mrs. Henry Mann	St. Thomas, O.	"
558	A. Daigle	Montreal	"	3 00	Alfred Picard	Quebec	"
558	L. Blondeau	"	"	5 00	Alphonse Blondeau	St. Roch de Quebec	"
560	R. G. Hillier	Lindsay	"	10 00	Mrs. R. G. Hillier	Montreal	"
561	Miss Amelia Sandham	Queenston, O.	"	3 00	Miss M. Ramsay	St. Catharines, O	"

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See case 483, class B.  
No evidence to account for the alleged discrepancy.

No trace owing to want of registration.  
Stated not to have been received by the person addressed.

See case 26, class B.  
No trace owing to want of registration.

See case 26, class B.

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1903.	\$ cts.					
562	F. E. Clark . . .	Toronto . . . . .	Dec. 19	35 00	Mrs. Gowland . . .	Toronto . . . . .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
563	Mrs. J. Anderson . . .	Queensboro, O. . . .	" 10	3 00	T. Eaton Co. . . . .	" . . . . .	" "	"	
564	Duncan J. Campbell . .	Macleod, Alta. . . .	" 10	1 25	Mrs. J. Taylor Wood. . . . .	Halifax . . . . .	" "	"	
565	Mrs. S. Bouthier . . .	Eagle Hill, N.S. . . .	" 10	2 09	T. Eaton Co. . . . .	Toronto . . . . .	" "	"	
566	Miss Myrtle Farr . . .	Hagersville, O. . . .	" 11	22 00	C. J. Farr . . . . .	London S., O. . . .	" "	"	
567	Mrs. H. Wallace . . .	Oakville, O. . . . .	" 11	3 00	Mrs. Geo. Graham . .	Toronto . . . . .	" "	"	
568	M. I. Burke . . . . .	Riv. du Loup, on train. . . . .	" 11	5 00	Mrs. Burke . . . . .	Quebec . . . . .	" "	"	
569	Rev. T. Watson . . . .	Dalrymple, Q. . . . .	" 11	1 14	Rev. Wm. Briggs . . .	Toronto . . . . .	" "	"	
570	Mr. Cook . . . . .	Hamilton . . . . .	" 12	5 00	Fernando Alenian. . .	Galt, O. . . . .	" "	"	
571	Miss F. Sanderson . . .	Toronto . . . . .	" 12	1 00	Mrs. E. F. Dickens . .	Belleville, O. . . .	" "	"	
572	Miss Grace Bellingham. . . . .	Port Carling, O. . . .	" 12	7 00	T. Eaton Co. . . . .	Toronto . . . . .	" "	"	
573	Alex. Blackie . . . . .	Parrsboro, N.S. . . .	" 13	5 00	Mrs. Alex. Blackie . .	Annapolis, N.S. . .	" "	"	
574	Miss Lucy Reid . . . .	Claremont, O. . . . .	" 14	3 25	T. Eaton Co. . . . .	Toronto . . . . .	" "	"	
575	C. L. Berry . . . . .	Toronto . . . . .	" 14	0 50	Mrs. C. Berry . . . .	St. Catharines, O. .	" "	"	
576	J. L. Laguerre . . . . .	St. Casimir, Q. . . .	" 15	7 00	Alce Laguerre . . . .	Montreal . . . . .	" "	"	
577	Mrs. H. C. Reeves . . .	Oshawa, O. . . . .	" 15	7 15	Robt. Simpson Co. . .	Toronto . . . . .	" "	"	
578	Mrs. A. D. Stewart . . .	Toronto . . . . .	" 15	6 00	Mrs. John Kidd . . .	Cookstown, O. . . .	" "	"	
579	C. L. Davison . . . . .	Montreal . . . . .	" 15	1 00	Mrs. W. R. Burrage . .	Weston, O. . . . .	" "	"	
580	M. Boudrias . . . . .	" . . . . .	" 15	3 15	Urie St. Onge . . . .	Valleyfield, Q. . . .	" "	"	
581	Miss Ella Ramsay . . .	St. George, O. . . . .	" 15	1 00	Miss Emma Ram. say. . .	Ottawa . . . . .	" "	"	
582	T. Eaton Co. . . . .	Toronto . . . . .	" 15	0 40	Miss Mary E. Bea. ton. . .	Halfway River, N.S. .	" "	"	
583	J. H. Hearn . . . . .	Sydney, N.S. . . . .	" 16	12 00	J. Harvey Hearn . . .	Antigonish, N.S. .	" "	"	
584	Mrs. McLatchie . . . .	Lindsay, O. . . . .	" 17	1 20	Miss Jessie Gamble . .	Ottawa . . . . .	" "	"	
585	Miss Eliza Code . . . .	Perth, O. . . . .	" 18	2 00	Kyrle Bros. . . . .	Toronto . . . . .	" "	"	



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		1				3				1	
586	R. G. Hood.....	18	20 00	R. A. Cummins... R. P. O. Spring Hill, N.S.	Renous Bridge, N.E. New Glasgow, N.S.	"	"	"	"	"	"
587	C. F. McDonald.....	18	5 00	Mrs. R. McDonald.....	Montreal..... Halifax, N.S.	"	"	"	"	"	"
588	E. D. Lowe.....	19	1 20	Mr. Leaders.....	Toronto.....	"	"	"	"	"	"
589	Mrs. Kerzer.....	19	4 00	Mrs. Jane Duddy.....	Toronto.....	"	"	"	"	"	"
590	Jas. A. Lawrence.....	19	5 00	T. Eaton Co.....	Peterboro, O.	"	"	"	"	"	"
591	Miss B. Leavens.....	20	10 00	Mrs. M. Nealon.....	Toronto.....	"	"	"	"	"	"
592	Miss M. Waddell.....	20	0 30	The American Cereal Co.	Toronto.....	"	"	"	"	"	"
593	Alphonse Giroux.....	21	3 00	Alphage Giroux.....	Toronto.....	"	"	"	"	"	"
594	Miss Rosa Tather- soll.	21	3 25	Miss Ethel Tather- soll.	Toronto.....	"	"	"	"	"	"
595	Miss R. Lang.....	21	3 00	T. Eaton Co.....	"	"	"	"	"	"	"
596	Bessie Nixon.....	22	3 00	Mrs. John Daly.....	"	"	"	"	"	"	"
597	Miss Leonard.....	23	1 00	Miss Elmer Brown	N. Sydney, N.S.	"	"	"	"	"	"
598	Willie Boville.....	23	8 00	Mrs. Thos. Hasten	Ottawa, O.	"	"	"	"	"	"
599	John Buskard.....	23	5 00	Miss Adams.....	London, O.	"	"	"	"	"	"
600	T. Eaton Co.....	23	0 99	Miss Nina Hemm- igan.	Chester Basin, N.S.	"	"	"	"	"	"
601	Frank Taylor.....	23	5 00	Miss Georgina Taylor.	Toronto.....	"	"	"	"	"	"
602	Mrs. Sol. Knight.....	23	1 50	W. B. Thompson.....	St. Catharines, O.	"	"	"	"	"	"
603	Mrs. Orr.....	24	5 00	Mrs. Baker.....	Toronto.....	"	"	"	"	"	"
604	Helen Caldwell.....	24	5 50	L. J. Dunbar.....	Montreal.....	"	"	"	"	"	"
605	August Monpéit.....	25	2 00	Leo Gauthier.....	St. Isidore de Prescott.	"	"	"	"	"	"
606	Mrs. A. Stewart.....	26	1 00	John McAr.....	Indian Head, N. W.T.	"	"	"	"	"	"
607	C. Simard.....	27	3 00	La Banque Na- tionale.	Roberval, Q.	"	"	"	"	"	"
608	J. H. Sanderson.....	27	10 00	E. Audette.....	Laparrrie.....	"	"	"	"	"	"
609	John Taylor.....	28	2 00	Miss A. C. Taylor.....	Westmount.....	"	"	"	"	"	"
610	N. Perrin.....	29	5 00	La Banque Na- tionale.	Roberval, Q.	"	"	"	"	"	"
611	R. Larouche.....	29	5 00	"	"	"	"	"	"	"	"
612	W. H. Becher.....	29	3 00	T. Eaton Co.....	Toronto.....	"	"	"	"	"	"
613	Mlle Levert.....	29	5 00	Mde L. Laroché.....	Lacolle, Q.	"	"	"	"	"	"
614	Elva Young.....	29	9 00	T. Eaton Co.....	Toronto.....	"	"	"	"	"	"
615	L. Paré.....	30	0 75	La Banque Na- tionale.	Roberval, Q.	"	"	"	"	"	"
616	Geo. E. Carrière.....	30	4 00	Miss D. Lavigne.....	St. Lazare Sta- tion.	"	"	"	"	"	"
617	Wm. Bright.....	31	2 00	Farmer's Advocate	London, O.	"	"	"	"	"	"
618	Mrs. M. Roy.....	31	2 00	Gro. Chole.....	Maisonneuve, Q.	"	"	"	"	"	"
619	Mrs. X. Langevin.....	31	3 00	Mrs. A. Langevin.....	Portneuf, Q.	"	"	"	"	"	"
620	Geo. W. Lee.....	—	10 00	Mrs. G. W. Lee.....	Millerton, N.B.	"	"	"	"	"	"

See case 26, Class B.  
No trace owing to want of registration.

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## APPENDIX H—Continued:

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Results of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1904.	\$ cts.					
621	R. E. Clemens....	Preston, O.....	Jan. 1	2 00	Educational Pub. Co.	Toronto.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
622	Mrs. Hoskin.....	Livingstone, Alta.	" 1	3 00	Miss C. Barber....	" Justin, Q.....	" " " "	" " " "	1
623	J. V. Durel.....	St. Claude, M.....	" —	3 65	W. Gagné.....	" " " "	" " " "	" " " "	1
624	J. B. McHarry....	Port Perry, O.....	" 2	4 25	J. B. Laidlaw.....	Toronto.....	" " " "	" " " "	1
625	Mrs. D. C. McNeill	Strathroy, O.....	" 2	2 00	<i>Farmer's Advocate</i>	London.....	" " " "	" " " "	7
626	James Geagen.....	Petrollea, O.....	" 2	11 75	McClary Co.....	" " " "	Only 75 cents stated to have been received.	No evidence to account for the alleged discrepancy.	
627	E. Belley.....	St. Gédéon, Q.....	" 3	5 00	La Banque Nationale.	Roberval, Q.....	Stated not to have been received by the person addressed.	(These letters were stolen from the Bank's P. O. box in the lobby of the Roberval post office by some person unknown. See Nos. 646, 658, 661, Class B.)	9
628	Jos. Tremblay....	" " " "	" 3	5 00	" " " "	" " " "	" " " "	No trace owing to want of registration.	1
629	J. O. Tourangeau..	Montreal.....	" 3	8 02	Montreal Credit Co.	Montreal.....	" " " "	" " " "	3
630	Mrs. David Clark..	Orillia, O.....	" 4	8 50	Mrs. John Bowers	Bancroft.....	" " " "	" " " "	
631	Chas. Alexander...	Drysdale, Q.....	" 4	1 00	John Dougall & Son.	Montreal.....	" " " "	" " " "	1
632	Laura A. Heisterman.	Victoria, B.C.....	" 4	3 00	Wm. Rennie.....	Toronto.....	" " " "	" " " "	
633	Mrs. Ida Lawson...	Dunkirk.....	" 5	2 00	Mrs. C. Christerson	St. Catharines..	" " " "	See case 26, Class B.....	
634	Henry Lortie.....	Notre Dame de Salette.	" 5	2 50	Stanislas Lortie...	Quebec.....	" " " "	No trace owing to want of registration.	
635	P. Maitland.....	Shawville, Q.....	" 5	1 00	<i>Ottawa Valley Journal</i> .	Ottawa.....	" " " "	" " " "	1
636	J. A. Marceau....	Montreal.....	" 5	4 00	M. A. Marceau....	St. Henri de Montreal.	" " " "	" " " "	
637	John Wilson.....	Dromore, O.....	" 5	7 00	Canada Furniture Co.	Toronto.....	" " " "	" " " "	
638	T. Pakenham.....	Montreal.....	" 6	1 00	J. G. Tully.....	Peterboro, O. ...	" " " "	" " " "	

## SESSIONAL PAPER No. 24

639	R. Simpson Co.	Toronto	"	7	0 50	J. S. Warrington	Russell, M.
640	Thos. D. Crowell, N.S.	Shag Harbour, N.S.	"	7	15 00	Clayton & Son...	Halifax.....
641	Rev. H. Bernier	Baumont	"	7	4 00	Rev. M. Laflam- me,	Quebec.....
642	Fred Beaumont	Hamilton	"	7	2 16	Toronto Loan Co	Toronto.....
643	F. McMurray	Winnipeg	"	7	5 00	Miss R. Gurnett	Ancaster, O....
644	Thos. Kearney	Marquette	"	8	10 00	Miss Lucy Daly	St. Catharines, O
645	T. Eaton Co.	Toronto	"	8	0 51	A. G. Amable	Moulmette, O..
646	M. Girard	St. Pierre, Q.	"	8	1 00	La Banque Na- tionale	Roberval.....
647	Albert Goodwin	Shag Harbour, N.S.	"	8	2 80	T. Eaton Co....	Toronto.....
648	Olivier Proulx	Montreal, I.C.R. Station	"	8	1 00	Emile Picard....	St. Patrick, Q..
649	P. Roberts	Chatham, O....	"	8	5 00	Mrs. P. Roberts.	Sarnia, O. ....
650	E. R. Nickerson	Shag Harbour, N.S.	"	8	6 00	Gordon & Keith.	Halifax.....
651	Robert Boland	Hamilton	"	9	2 50	Arthur Findlay	Ottawa.....
652	J. D. A. McIntyre	Sydney, N.S....	"	9	11 00	Mrs. D. N. Mc- Intyre,	Charlottetown ..
653	Alf. O. Beardmore	Toronto	"	9	3 00	Mrs. Harley Ro- berts.	Toronto.....
654	Miss Ethel Burn- ham.	Cobourg, O....	"	9	2 00	T. Eaton Co....	".....
655	Rev. L. H. Leveque	St. Camille, O..	"	9	9 50	Rev. L. H. Helbert	Sherbrooke, Q..
656	P. Bougie	Montreal	"	9	5 00	Mrs. P. Bougie..	Sherrington, Q..
657	Clara Anderson	Pakenham, O....	"	9	2 00	The <i>Evening</i> <i>Journal</i> .	Ottawa.....
658	W. Simard	St. Gédéon, Q..	"	10	10 00	La Banque Na- tionale.	Roberval, O....
659	Mrs. W. J. Smith	Brookville, O....	"	10	10 00	Mrs. Helen Smith	Actinolite, O....
660	Mrs. W. A. Cooper	Moose Jaw, N. W.T.	"	10	3 00	Mrs. R. Craig...	Boissevain, M...
661	E. Allard	Hebertville	"	11	15 00	La Banque Na- tionale.	Roberval, Q....
662	Mrs. C. Bessell	Preston, O.....	"	11	0 20	Standard Fash- ion Co.	Toronto.....
663	E. Galvin	Capelon, Q.....	"	11	10 00	La Banque Na- tionale.	Sherbrooke, Q..
664	Miss Elizabeth Banks.	Bedford Park, O	"	11	4 00	Robt. Simpson Co	Toronto.....
665	Alex. Delahay	Pembroke, O....	"	11	1 00	Rev. Wm. Briggs	".....
666	John Kinder	Rockingham, O..	"	11	15 00	Thos. Shore.....	Ottawa.....
667	Mrs. Graham	Millerton, N.B.	"	12	12 47	A. Nicholson...	Newcastle, O....
668	Eliza McLeod	Skye.....	"	12	4 50	N. Murray	Dunvegan, O....
669	Simpson Shields	Tanworth, O....	"	12	13 00	The Ottawa Car- bine Works.	Ottawa.....
670	John Renton	Ankerst, N.S....	"	12	1 00	John A. McDo- nald.	Sydney.....



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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1904.	\$ cts.					
671	Mrs. A. E. Walter	Essex, O.	Jan. 12	13 00	Miss Duffy.....	Toronto .....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
672	A. Godin.....	St. John's Stat'n, C.P.R.	" 12	2 00	Mlle O. St. Cyr.	Montreal.....	"	"	
673	N. J. Perry. . .	Sydney, N.S....	" 12	3 00	Mrs. J. E. Gudey	Port Maitland, N.S.	"	"	
674	Mrs. L. Gooly .....	Victoria, B.C....	" 13	3 00	Mrs. C. Liddell.	Vancouver.....	"	"	
675	Miss Annie McLeod.	Winnipeg, M....	" 14	6 00	T. Eaton Co....	Toronto.....	"	"	
676	Ralph Tait.....	Amprior, Ont....	" 14	40 00	Queen City Oil Co.	Ottawa.....	"	"	3
677	A. Bourret.....	La Patrie, Q....	" 14	10 00	La Banque Nationale.	Sherbrooke, Q....	"	"	
678	Miss Clara Stewart	Kingsboro, P.E.I.	" 14	5 00	T. Eaton Co....	Toronto.....	"	"	
679	Samuel Montigny.	Hayden, O.....	" 14	2 00	Farners' Advo. catc.	London.....	"	"	
680	Mrs. W. K. Goulton	Ottawa.....	" 15	1 00	Mrs. D. Hisham	Caledon, East....	"	"	
681	Mrs. M. W. Corbett	St. Catharines...	" 15	15 00	R. Corbeil.....	Kingston, O....	"	"	See case 26, Class B. No trace owing to want of registration.
682	Test Letter.	Toronto .....	" 15	2 25	Mrs. J. Powell.	St. Catharines...	"	"	
683	Mrs. Warren.....	Belfontaine, O.	" 15	2 00	Geo. Lomas.....	Toronto.....	"	"	
684	Wm. Rae.....	Cornwall, O....	" 15	3 00	John Dougall & Son	Montreal.....	"	"	
685	R. Matte.....	" .....	" 16	3 00	Mde. R. Matte.	Ottawa.....	"	"	
686	Mrs. L. R. Luke.	Oshawa, O.....	" 16	3 00	T. Eaton Co....	Toronto.....	"	"	
687	John Taylor	Winnipeg.....	" 16	2 00	Miss M. C. Taylor	Westmount.....	"	"	
688	V. T. Chaple .....	North Bay, O....	" 17	6 00	Mrs. L. Chaple.	Paris, Ont .....	"	"	
689	Rev. M. Turcotte.	St. Benoit Lake.	" 18	18 00	Mgr. Marois	Quebec.....	"	"	
690	Mlle M. Lemieux.	Ste. Agathe des Monts, Q.	" 18	1 00	Narcisse Lemieux.	St. Henri, de Montreal.	"	"	
691	Jas. Craik.....	Montreal.....	" 20	20 00	Mrs. Jas. Craik.	Ottawa.....	"	"	

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692 Mrs. R. J. Hamilton	Viriden, M.	"	20	5 00	T. Eaton Co.	Toronto...	"	"
693 Chas. D. Sutherland	Yarmouth...	"	20	25 00	Mrs. Chas. D. Sutherland	Yarmouth, N.S.	"	"
694 A. Patterson	Jasper, O.	"	20	1 00	The Journal Printing Co.	Ottawa...	"	"
695 S. J. McDonell	Strathmore.	"	20	1 00	"	"	"	"
696 Miss W. Picher	Smith's Falls.	"	20	7 00	Miss Hurst.	Westmount, Q.	"	"
697 D. M. Finnie	Ottawa.	"	21	1 00	Roy C. Finnie.	Deer Park, O.	"	"
698 Albert Johnston	Smith's Falls.	"	21	6 00	Mrs. A. Johnston	Ottawa.	"	"
699 Thos. Porter	Enbro, O.	"	21	3 00	Dr. A. Crichton	Castleton, O.	"	"
700 H. C. Myers	Toronto.	"	22	9 00	W. J. Winter.	Cardinal, O.	"	"
701 Mrs. J. P. Macdonald	"	"	22	7 44	Duncan McArthur.	Greenore, O.	"	"
702 Rev. W. Ames	Woodstock.	"	23	4 00	Wm. Briggs	Toronto	"	"
703 Austin Ingram	Sherbrooke, Q.	"	23	5 00	Miss Georgie Proulx.	Montreal.	"	"
704 Thos. Lunn	Brantford, O.	"	23	1 00	Farmers' Advocate.	London.	"	"
705 Mrs. Wm. Hausman	Port Hope, O.	"	24	3 00	Miss Louisa Hutchison.	Toronto.	"	"
706 Frank Worsley	Winnipeg.	"	24	6 00	Mrs. J. Worsley	Ottawa.	"	"
707 Mrs. M. T. Gorman	Fort William, O.	"	24	20 00	Mrs. R. Hender son.	Winnipeg.	"	"
708 Mrs. D. M. Finnie	Ottawa.	Jan.	25	1 00	Roy C. Finnie.	Toronto	"	"
709 J. J. Ross	Montreal.	"	25	2 00	Mrs. J. A. Henderson.	Montreal.	"	"
710 Mrs. Galt	"	"	25	4 00	Miss Jean Allan.	Compton, Q.	"	"
711 A. Ormeston	Enfield, O.	"	25	2 00	Farmers' Advocate.	London.	"	"
712 S. Johnston	Almonte, O.	"	26	1 00	The Ottawa Valley Journal.	Ottawa.	"	"
713 Jno. Martin	Fort Frances, O.	"	27	1 00	T. Eaton Co.	Toronto	"	"
714 Miss W. Picher	Smiths Falls, O.	"	28	7 00	Miss Hurst.	Westmount, Q.	"	"
715 Alex Leask	Paisley, O.	"	28	1 00	Miss M. Leask.	Toronto	"	"
716 M. J. O'Connor	Ottawa.	"	29	17 00	Herbert McBeth	"	"	"
717 Miss A. Plewes	St. Catharines.	"	29	1 00	Miss Annie Smith	Acton, O.	"	"
718 Rev. Sister Alexandra.	Pointe du Lac, Q.	"	29	1 00	Mrs. A. B. Lacombe.	Ottawa.	"	"
719 Mrs. Morsen	Mandonin, O.	"	29	4 50	Darch & Hunter	London, O.	"	"
720 C. W. Young	Cornwall, O.	"	30	4 00	W. R. Young.	Guelph, O.	"	"
721 G. A. Parkhill	Woodstock, O.	"	30	4 25	Farmers' Advocate.	London.	"	"
722 James A. Nichol	Montreal.	"	31	3 00	Dr. J. Powell.	Montreal.	"	"
723 Rev. J. M. Cox	"	"	—	1 00	John Dougall & Son.	"	"	"
724 Thos. Garvin	Ashton, Ont.	"	31	1 00	Journal Printing Co.	Ottawa.	"	"

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office of Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1904.	\$ cts.					
725	H. Hitchen. . .	Montreal . . .	Feb. 1	1 00	Imperial Silver-ware Co.	Windsor. O. . .	Stated not to have been received by the person addressed.	This letter was stolen by an employee of the contractor for the Windsor and station mail service. Loss made good by the culprit's friends. See cases Nos. 855, 974, 979, 1,005, 1,007, Class B.	3
726	Samuel Williams. .	Glasgow Station, O.	"	1 00	The Journal . . .	Ottawa . . .	"	"	
727	Josephine Deslauriers.	St. Henri de Montreal.	"	16 00	Rév. Père Léonard.	College St. Césaire, Q.	"	"	
728	Mrs. Wm. Brownlee.	North Bay, O. . .	"	2 50	R. Lillie. . .	Sturgeon Falls, O.	"	"	
729	B. D. Turner . . . .	Hochelega, Q. . .	"	2 00	C. A. Goyette . .	Montreal . . .	"	"	
730	Felix Côté . . . . .	Plantagenet, O. .	"	1 00	Alberta Côté . . .	Ottawa . . .	"	"	
731	Grey Nuns . . . . .	Pointe du Lac, Q.	"	1 00	Mrs. A. B. Lacerrière.	"	"	"	
732	Miss B. Carter. . .	St. Mary's, O. . .	"	4 00	Gowan, Kent & Co.	Toronto . . .	"	"	
733	A. Gillender. . . . .	Grand Mère . . .	"	7 00	Mrs. J. Gillender.	Quebec . . .	"	"	
734	Rev. R. C. McDermid.	Fingal, O. . . . .	"	6 25	A. T. Sanders . .	Toronto . . .	"	"	
735	Geo. McKee . . . .	Windsor, O. . . .	"	5 00	Thos. Hanlan . .	London, O. . .	"	"	
736	A. F. Grant . . . . .	Sydney, N.S. . . .	"	10 00	D. J. Grant . . .	Antigonish, N.S.	"	"	
737	Miss H. E. Mowat .	Kingston, O. . . .	"	1 08	R. Simpson Co. .	Toronto . . .	"	"	
738	Mrs. J. T. Harrison.	Teulon, M. . . . .	"	5 40	T. Eaton Co. . .	"	"	"	
739	H. W. Hill. . . . .	Montreal . . . . .	"	30 00	Miss E. C. Hill. .	St. Agathe des Monts.	"	"	
740	H. S. Brennan. . .	Spanish River Station.	"	10 00	Postmaster General.	Ottawa . . . . .	"	"	



741 M. Bilow .....	Winchester, O.	"	9	1 00	Mlle. Allison .....	Montreal.	"	"
742 Robertson Bros .....	Kingston, O.	"	9	3 25	R. W. Graham .....	"	"	"
743 Mrs. M. Simpson .....	Mooreville, O.	"	11	10 00	Mrs. Chas. Ross .....	"	"	"
744 Mde C. Charpen- tier .....	Montreal .....	"	11	3 00	Xavier Piché .....	St. Bazile Port- neuf, Q.	"	"
745 Mde M. Beauvais .....	"	"	11	6 00	Leopold Desro- ches .....	Les Dalles, Q.	"	"
746 J. Moffat .....	Lakefield, O.	"	13	10 00	Mrs. J. Moffat .....	Port Hope, O.	"	"
747 T. Eaton Co .....	Toronto .....	"	13	0 20	Mrs. M. Finn .....	Fletcher, O.	"	"
748 The Belge Pulp & Paper Co .....	Shawenegan Falls .....	"	13	2 50	H. Russell .....	Grand Mere .....	"	"
749 Bessie Kirkpatrick .....	Toronto .....	"	14	10 00	Miss Nellie Kirk- patrick .....	Parrsboro, N.S.	"	"
750 Mrs. J. H. Baker .....	Thamesville, O.	"	15	5 00	T. Eaton Co. ...	Toronto .....	"	"
751 Mrs. M. Launsburg .....	Foresthill, O.	"	15	2 00	Miss Ethel Sum- mers .....	"	"	"
752 Delvida Benard .....	St. Henri de Montreal .....	"	15	3 00	Mrs. Delvida Be- nard .....	Ottawa .....	"	"
753 Henry Miller .....	Inkerman, O.	"	15	1 00	Citizen Printing Co. ....	"	"	"
754 E. J. Carpenter .....	Montreal .....	"	15	2 00	Wm. Tiddell .....	Montreal .....	"	"
755 R. Léger .....	Buckingham, Q.	"	15	2 25	E. Groulx .....	Ottawa .....	"	"
756 H. W. Redman .....	Sherbrooke, Q.	"	16	5 00	Miss Edith Ham- mond .....	"	"	"
757 P. Turner .....	Carleton Place, O	"	16	1 00	The Journal Printing Co. ....	"	"	"
758 The Belge Pulp & Paper Co .....	Shawenegan Falls, Q.	"	16	2 50	H. Russell .....	Grand Mere, Q.	"	"
759 Maggie Driscoll .....	Montreal .....	"	17	6 25	Ellen Driscoll .....	Ottawa .....	"	"
760 Jas. H. Banks .....	Gunning Cove, N.S.	"	17	4 00	R. H. Davis & Co. ....	Yarmouth, N.S.	"	"
761 Pierre Chandonnet .....	Olscamp, Q.	"	18	19 00	The M. Moody & Sons Co. ....	Terebonne, Q.	"	"
762 Miss Ethel Brown- lee .....	Radford, Q.	"	18	3 10	T. Eaton Co. ...	Toronto .....	"	"
763 Geo. Street .....	Montreal .....	"	18	10 00	R. M. Cox .....	"	"	"
764 Wm. Rainsford .....	Fort Erie, O.	"	18	1 25	John Dougall & Son .....	Montreal .....	"	"
765 J. G. Downing .....	Fenaghvale, O.	"	18	1 00	J. Dougall & Son Jer. ....	"	"	"
766 Mrs. F. W. Wade .....	Grenville, Q.	"	19	5 00	Mrs. Alfred But- ler .....	"	"	"
767 Donald Black .....	Inglewood, O.	"	19	6 00	T. Eaton Co. ...	Toronto .....	"	"
768 Rachel Christie .....	Valley Station, N.S.	"	19	0 50	The Witness ...	Montreal .....	"	"
769 Frederick Kew .....	Toronto .....	"	20	1 00	Mrs. Kew .....	Montreal .....	"	"
770 G. E. Derrick .....	Merrickville, O.	"	20	1 00	Citizen Printing Co. ....	Ottawa .....	"	"
771 Mrs. E. Hodder .....	Lethbridge .....	"	20	19 00	T. Eaton Co. ...	Toronto .....	"	"
772 D. C. Ennis .....	Fallbrook, O.	"	21	1 00	The Journal Printing Co. ....	Ottawa .....	"	"

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where Mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
			1904.	\$ cts.					
773	Mrs. Florence Linden.	Toronto	Feb. 22	2 00	Mrs. E. J. Sanderson.	Hamilton.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
774	Camille Wilson.	Montreal	" 22	2 00	A. Wilson, Pere	St. Jerome, Q.	"	"	
775	Hugh Mercer.	Markdale, O.	" 22	5 00	W. D. Mercer.	Owen Sound, O.	"	"	
776	Mrs. E. Parry.	Hamilton.	" 23	15 00	Miss Mary Armistage.	Montreal	"	"	
777	C. H. Wood.	Moulinette, Q.	" 24	5 00	Miss L. B. Wood	Westmount, Q.	"	"	
778	R. J. Baxter.	Sherbrooke, Q.	" 24	2 00	Miss Maud Baxter.	Montreal	"	"	
779	F. X. Massé.	Ste. Agathe de Lotbiniere.	" 24	14 00	The Galt Snider Oil Co.	"	"	"	
780	Mrs. D. M. Finnie.	Ottawa.	" 25	1 00	Roy C. Finnie.	Toronto	"	"	
781	H. Norton.	Kemptville, O.	" 27	1 00	Citizen Printing Co.	Ottawa.	"	"	
782	Mrs. Bliss Oulton.	Joliceure, N.B.	" 27	5 65	T. Eaton Co.	Toronto	"	"	
783	Mrs. E. Cassin.	Manitou or P. O. car.	" 27	1 00	A. Wright.	Winnipeg.	"	"	
784	Mrs. J. C. Booth.	Port Hope, O.	" 28	1 00	W. A. Murray & Co.	Toronto	"	"	
785	Mrs. L. Carter.	London, O.	" 28	3 00	Mrs. W. J. D. White.	"	"	"	
786	L. O. Boucher.	Montreal.	" 28	10 00	F. Gelin.	Sorel, Q.	"	"	
787	A. B. Cutcliffe.	Brantford, O.	" 29	1 00	A. W. Throop.	Ottawa.	"	"	
778	Mrs. Geo. Hood.	Ottawa.	" 29	1 00	W. J. Clarke.	Montreal.	"	"	
789	Mrs. Saeger.	Dresden, O.	" 29	2 00	Mr. Hubbard.	Dresden, O.	"	"	
790	H. W. Mulligan.	Balderson, O.	" 29	1 00	Journal Printing Co.	Ottawa.	"	"	
791	Mlle. M. L. Corneillier.	Joliette, Q.	Mar. 1	6 00	Mme. J. Froment.	Montreal.	"	"	
792	Mme. Jos. Gervais.	Sault au Recollet, Q.	" 1	2 02	Mme. Denault.	"	"	"	

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793 E. L. Munharvey.	Canamore, O.	"	1	1 00	Journal Printing Co.	Ottawa.	.....	"	"	"	"	7
791 Sinclair McRae.	Avonmore, O.	"	1	1 00	Journal Printing Co.	"	.....	"	"	"	"	
795 Miss J. Gilmour.	Montreal.	"	1	1 00	Mrs. J. Metcalfe	Almonte, O.	.....	"	"	"	"	
796 Dr. A. E. Forbes.	West River, N.S.	"	3	1 00	T. Eaton Co.	Toronto.	.....	Stated to have been received without contents.	"	"	No evidence to account for alleged discrepancy.	
797 Mlle. P. B. Breton	Montreal.	"	4	10 00	Joseph Breton.	St. M. de Bellechase.	.....	Stated not to have been received by the person addressed.	"	"	No trace owing to want of registration.	
798 C. P. R.	Atlantic Toronto.	"	5	2 00	Rev. Mr. Agar.	Toronto.	.....	"	"	"	"	1
799 H. Flynn.	Maniwaki, Q.	"	7	10 00	S. J. Major.	Ottawa.	.....	Stated not to have been received by the person addressed.	"	"	No trace owing to want of registration.	
800 Miss Della Paulin.	Quebec.	"	7	2 50	Miss L. Bedard.	Montreal.	.....	"	"	"	"	
801 A. E. Forbes, M.D.	West River, N.S.	"	7	1 00	T. Eaton Co.	Toronto.	.....	Stated to have been received without contents.	"	"	No evidence to account for the alleged discrepancy.	7
802 Geo. Spragge.	Owen Sound, O.	"	7	5 00	Mrs. S. J. Barnhart.	Parkdale, O.	.....	Stated not to have been received by the person addressed.	"	"	No trace owing to want of registration.	
803 John H. Lea.	Leaside Jet., O.	"	7	1 00	Mrs. F. S. Taylor	Ottawa.	.....	"	"	"	"	
804 J. A. Lancot.	Quebec.	"	8	40 00	Mrs. J. A. Lancot.	Montreal.	.....	"	"	"	"	
805 J. R. Campbell.	Ottawa.	"	8	15 88	J. R. Campbell.	Killaloe Station.	.....	"	"	"	"	
806 Mrs. J. A. Mills.	Peterboro.	"	8	2 00	Mrs. W. A. Howard.	Ottawa.	.....	"	"	"	"	1
807 S. W. Jary.	Toronto.	"	9	2 00	W. E. Swain.	Toronto.	.....	"	"	"	"	
808 Napoléon Deschamps.	Cache Bay, O.	"	9	6 00	T. Eaton Co.	"	.....	"	"	"	"	
809 Miss L. Garrison.	Peggy's Cove, N.S.	"	10	7 50	W. A. Garrison.	Halifax.	.....	"	"	"	"	
810 Mrs. J. A. Mills.	Peterboro.	"	10	2 00	Mrs. W. A. Howard.	Ottawa.	.....	"	"	"	"	3
811 P. Lansdroner.	Edmondville, Q.	"	10	15 00	Mrs. P. Lansdroner.	Montreal.	.....	"	"	"	"	
812 L. W. Noble.	London, E.	"	11	10 00	Wm. Briggs.	Toronto.	.....	"	"	"	"	
813 J. E. Belanger.	Notre Dame de Rimouski.	"	11	10 00	La Co. Martineau	Quebec.	.....	"	"	"	"	
814 Isaac Skeith.	Cornwall, O.	"	11	0 25	Mrs. J. A. Grant	Montreal.	.....	"	"	"	"	
815 Arthur Desgagnés.	Chicoutimi, Q.	"	11	5 00	A. Lavigne	Quebec.	.....	"	"	"	"	
816 Miss L. Ferguson.	Montreal.	"	12	8 00	Jno. A. McDonald.	Williamstown, O.	.....	"	"	"	"	1
817 David Filion.	Notre Dame de Lévis.	"	13	3 00	Onésime Filion.	Point St. Charles	.....	"	"	"	"	

This letter was posted for registration but was inadvertently sent forward in the ordinary mail. Loss made good by the P. M. of Edmondville. No trace owing to want of registration.



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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Reconciliation.
					Name.	Place.			
818	A. A. Cornish	Point Edward, Q.	1904. Mar. 14	\$ cts. 7 00	Miss A. A. Cornish.	London, O.	Stated not to have been received by the person addressed.	Still under inquiry	
819	T. Eaton Co.	Toronto	" 14	07 75	Mrs. J. Sandeen	Ohlen, Assa.	"	"	
820	W. J. Roche	Killalee, O.	" 15	76 00	Canadian Dairy Supply Co.	Montreal.	"	"	
821	J. G. Lanthier	Champlain, Q.	" 15	0 50	E. S. de Carufel.	Trois Rivières, Q.	"	"	
822	S. L. DeLottinville	Three Rivers, Q.	" 15	2 00	Dlle B. L. DeLottinville.	Westmount, Q.	"	"	
823	Mrs. H. M. Heeney	Danford Lake, Q.	" 15	1 00	John Heeney	Ottawa.	"	"	
824	J. R. Craigie	Toronto	" 15	2 00	Mrs. J. R. Craigie.	Port Dover, O.	"	"	
825	L. L. Bur	Charlottetown.	" 16	7 00	Harold Bur	Sackville, N. B.	"	"	
826	E. H. Benard	Montreal.	" 16	3 00	Hector Verrette.	Ottawa.	"	"	
827	Mrs. J. Murray	Stratford, O.	" 16	2 00	Miss K. Murray	London, O.	"	"	
828	J. J. Evans	Petrolia, O.	" 16	1 00	Miss E. Bell	Toronto.	"	"	
829	J. A. Rodd	Ottawa.	" 17	15 00	Miss Annie Rodd	Montreal.	"	"	
830	McGregor & Sanders.	Kemptville, O.	" 17	1 25	Thos. Birkett.	Ottawa.	"	"	
831	Mrs. Canon Hincks	Ingersoll.	" 17	1 50	Sons & Co.	Port Stanley, O.	"	"	
832	Florence Lazure	Westmount, Q.	" 18	2 00	Canon Hincks.	Cairnside, Q.	"	"	
833	Mrs. L. VanWinkle	Kingston, O.	" 21	1 25	Mrs. G. H. Macther.	Ottawa.	"	"	
834	M. F. Kelley	Sydney, N.S.	" 21	7 00	Mrs. E. Kelley.	St. John, N.B.	"	"	
835	Mrs. W. C. Boyle	Westmount, Q.	" 21	10 00	Miss G. Boyle.	Toronto.	"	"	
836	Mrs. Jas. Stontenburg	Stouffville, O.	" 22	1 00	Mrs. H. T. Sanders.	Tweed, O.	"	"	
837	Rev. A. D. McDonald	Hampton, P.E.I.	" 22	1 43	Rev. R. D. Fraser.	Toronto.	"	"	
838	Daniel Sullivan	London, O.	" 22	5 00	Mrs. R. O'Brien.	Hamilton, O.	"	"	
839	Mrs. Jules Letourneau.	Windsor Mills.	" 22	1 00	Mrs. F. Pelletier.	Launon, Q.	"	"	

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840 R. L. Hamilton...	Welland Station, O.	"	22	10 00	Miss B. Dawson.	Peterboro, O....	"	"	"	1
841 Elias Kobb. ....	Port Elgin, O....	"	22	10 60	Dr. J. M. MacDonald.	Montreal, Q....	"	"	"	
842 A. Leclaire.....	Montreal.....	"	23	15 00	Mary O'Connor.	Boul. St. Denis, Q.	"	"	"	
843 M. Colter.....	Brantford.....	"	23	7 00	Mrs. M. Colter..	Leamington, O.	"	"	"	
844 Mrs. T. M. Scott.	Prescott, O....	"	23	5 00	Mrs. T. Campbell.	Ottawa.....	"	"	"	
845 Chas. Chisholm...	Burlington, O...	"	24	2 00	<i>The Herald</i> .....	Hamilton, O...	"	"	"	
846 Mrs. Browning...	London, O....	"	24	1 00	Hope's Bird St'e.	Toronto.....	"	"	"	
847 Mrs. G. H. C. Swain	Burk's Falls, O..	"	25	4 00	G. H. C. Swain.	Orillia, O....	"	"	"	
848 Oscar Morin.....	Quebec.....	"	25	1 77	Mrs. Emile Picard.	Montreal.....	"	"	"	
849 A. McNeill.....	New Dominion, P.E.I.	"	26	5 08	Rev. R. D. Fraser.	Toronto.....	"	"	"	
850 Copland & Co.	Montreal.....	"	28	9 00	S. Amard & Co.	Halifax.....	"	"	"	
851 Arthur Boivin....	Shawenegan Falls.	"	28	5 00	Lamontagne & Chamberland.	Quebec.....	"	"	"	
852 Isaac Lawson....	Trent Bridge, O.	"	28	1 48	Wm. Briggs....	Toronto, O....	"	"	"	
853 J. V. Dillabough..	Kingston, O....	"	28	1 00	P. B. Symes....	Ottawa.....	"	"	"	
854 G. McNab.....	Kingston.....	"	28	1 00	Imperial Silver-ware Co.	Ottawa.....	"	"	"	
855 W. J. Allan.....	Winnipeg.....	"	29	2 00	<i>The Sentinel</i> ....	Windsor, O....	"	"	"	
856 Alex. Scenes.....	Baileboro, O....	"	30	2 00	Robert Simpson Co.	Toronto.....	"	"	"	
857 A. H. Maytse....	Gananoque, O..	"	31	5 00	T. Eaton Co....	Toronto.....	"	"	"	
858 R. Evans.....	Medicine Hat...	"	31	1 00	Mrs. G. W. Lee.	Millerton, N.B.	"	"	"	
859 G. W. Lee.....	Vancouver.....	In Mar.		10 00	Rev. R. D. Fraser.	Toronto.....	"	"	"	
860 A. S. Nicholson...	Vallentyfield, P.E.I.	"		1 00	T. Eaton Co....	Toronto.....	"	"	"	
861 Miss J. Puffer.....	Hastings, O....	April 1		5 15	R. W. Graham.	Toronto.....	"	"	"	
862 A. T. Johnson....	Montreal.....	" 1		5 00	J. D. Gauthier.	Montreal.....	"	"	"	
863 Chas. Rousselle..	"	" 1		2 40	T. Eaton Co....	Quebec.....	"	"	"	
864 Baron Willdey....	Brandon, M....	" 2		5 00	Miss McNeil....	Toronto.....	"	"	"	
865 Miss R. G. Bilsby	Ottawa.....	" 2		1 00	F. G. Butte....	Ottawa.....	"	"	"	
866 N. Rudd.....	Hamilton, O....	" 2		2 55	T. Eaton Co....	Toronto.....	"	"	"	
867 Miss E. Moffatt...	Cobourg.....	" 3		2 00	J. O. Allaire...	Toronto.....	"	"	"	
868 Henry Davis.....	Riviere aux Pins.	" 4		0 50	Mrs. S. Paxman.	Quebec.....	"	"	"	
869 J. Paxman.....	Vancouver.....	" 4		2 00	The S. Carsley Co. Ltd.	Victoria, B.C.	"	"	"	
870 Elise Pelletier...	Petit Metis Station, Q.	" 5		0 15	Convent de la Misericorde.	Montreal.....	"	"	"	
871 E. Goudreau.....	St. Sebastien, Q.	" 5		25 00	R. W. Graham.	Montreal.....	"	"	"	
872 F. Hope.....	Halifax.....	" 5		2 15		Montreal.....	"	"	"	

See case 725, Class B.

No trace owing to want of registration.

No evidence to account for the alleged discrepancy.

No trace owing to want of registration.

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1904.	\$ cts.					
873	A. Fisher & Co . . .	Montreal, Q. . . .	April 6	6 00	Hector N. MacKenzie.	Montreal. . . .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
874	T. Legarde. . . . .	Terrebonne. . . .	" 6	5 00	Madame Locas. . .	" . . . . .	"	"	
875	R. R. Davis . . . . .	Toronto . . . . .	" 6	1 75	R. W. Graham. . .	" . . . . .	"	"	
876	R. Dewar. . . . .	Dunvegan, O. . . .	" 6	3 00	Mrs. D. K. McLeod.	Ottawa East. . .	"	"	
877	Elio Girard . . . . .	Montreal, Q. . . .	" 7	2 11	Urban Viau. . . . .	Hull. . . . .	"	"	
878	James Sproule. . . .	West Brook, O. . .	" 7	10 00	Herbert Sproule. . .	Toronto . . . . .	"	"	
879	W. Park. . . . .	Berwick, O. . . . .	" 7	1 00	The <i>Journal</i> Printing Co. . . .	Ottawa. . . . .	"	"	
880	Louis McDuff. . . . .	Varennes, Q. . . .	" 8	3 34	S. Bernard. . . . .	Montreal. . . . .	"	"	
881	Oscar Mater. . . . .	Montreal, Q. . . .	" 8	5 00	Dame O.S. Mater . .	Grand Mère. . . .	"	"	
882	Mrs. P. Maltais. . . .	Murray Bay, Q. . .	" 8	1 25	J. B. Cloutier. . . .	Quebec. . . . .	"	"	
883	Edwin McFarlane. . .	Lot 56, P.E.I. . . .	" 8	5 00	Gauvin & Gentzel . .	Charlottetown, P.E.I.	"	"	3
884	J. M. Boudreau. . . .	Ste. Flavie Station, Q.	" 9	10 00	McLeary Foundry.	Montreal. . . . .	"	This letter was posted for registration but is believed to have been forwarded as an ordinary letter. P. M. St. Flavie Station made good the contents.	
885	T. Eaton Co. . . . .	Toronto . . . . .	" 9	0 60	Mrs. J. Pidgeon.	Ste. Anne des Monts.	"	No trace owing to want of registration.	1
886	The R. Simpson Co. . .	Toronto, O. . . . .	" 10	0 75	Miss C. Walker.	Ottawa . . . . .	"	"	1
887	H. M. Abercrombie . .	Vancouver. . . . .	" 10	5 00	N. A. Abercrombie.	Winnipeg. . . . .	"	Still under inquiry . . . . .	11
888	T. Gamble. . . . .	Guelph . . . . .	" 11	1 00	The <i>Journal</i> Printing Co.	Ottawa. . . . .	"	No trace owing to want of registration.	1
889	Mrs. W. Graham. . . .	Ottawa. . . . .	" 11	0 65	A. F. MacLaren. . . .	Toronto . . . . .	"	"	
890	Miss Lizzie Wilson . . .	Hastings, O. . . . .	" 11	3 00	Robert Simpson Co.	" . . . . .	"	"	



## SESSIONAL PAPER No. 24

891	Rev. Thos. Bone	Toronto	2 00	Mr. Edy	London	"	"	"	1
892	Mrs. John Boomer	Preston, O.	2 00	Mrs. Jos. Flynn	Toronto	"	"	"	"
893	A. Hine	Winnipeg	1 25	J. J. Rosenthal	"	"	"	"	"
894	J. C. Pouliot	Riv. du Loup en bas	13 58	J. A. Moreau	St. Germain de Kanouraska	"	"	"	"
895	Henry Scott	Pugwash, N.S.	10 00	Mrs. Joseph Scott	Welsford, N.S.	"	"	"	"
896	J. R. Strone	Brandon	2 00	Ben Doyle	Pickering, O.	"	"	"	"
897	Ella Rogers	Galt, O.	1 60	Wm. H. Rennie	Hamilton, O.	"	"	"	"
898	Mrs. S. Alcorn	Toronto, O.	12 00	Consumers Gas Co.	Toronto	"	"	"	"
899	S. Antfield	"	5 15	Mrs. J. Taylor	Blyth, O.	"	"	"	"
900	P. Perry	Waterdown	8 00	Mrs. Peter Perry	Toronto	"	"	"	"
901	John O'Callaghan	Mayo, Q.	1 00	The Journal Printing Co.	Ottawa	"	"	"	"
902	J. S. Blair	Brooke, O.	1 00	Robert Miller	Port Head	"	"	"	"
903	J. A. Crielton	Straford & Warton Ry., P.O.	9 00	H. B. Moore	Montreal, Q.	"	"	"	"
904	Mrs. W. Young	Toronto	1 60	Mrs. S. Lavine	Toronto, O.	"	"	"	"
905	Jacob Lavine	Madoc	15 00	W. A. Riddell	Winnipeg	"	"	"	"
906	G. B. Riddle	Minto, M.	3 13	T. Eaton Co.	Toronto	"	"	"	"
907	John Minto	Victoria, B.C.	0 30	Mrs. J. S. Mader	Stanley Section, N.S.	"	"	"	"
908	T. Eaton Co.	Toronto	3 00	Mrs. Winn. Co.	Maisonnette, Q.	"	"	"	"
909	Mrs. J. J. Little	"	1 00	Mrs. Meylan	Toronto	"	"	"	"
910	Wm. Norris	Ingersoll	4 00	G. E. Powers	Ingersoll, O.	"	"	"	"
911	Mrs. G. E. Powers	Toronto	10 00	A. L. Wisner & Co.	Toronto	"	"	"	"
912	S. T. Luggett	Milton West, O.	3 00	Mrs. J. H. Lan	Montreal	"	"	"	"
913	G. H. Langridge	Richmond, Q.	2 00	Siméon Côté	"	"	"	"	"
914	L. G. Levesque	Campbellton, N.B.	5 00	Miss Addie Allen	Toronto	"	"	"	"
915	Mrs. Virtue	Dundalk, O.	1 00	Jennie A. M. Truro	N.S.	"	"	"	"
916	J. J. Leslie	Port Morien, N.S.	2 00	Mrs. G. Burton	Woodbridge, O.	"	"	"	"
917	T. A. Huston	Toronto	10 00	Mrs. Mesgan	Toronto	"	"	"	"
918	Mrs. Peter Rock	Hamilton, O.	2 77	A. L. Wisner & Co.	"	"	"	"	"
919	S. T. Luggett	Milton West, O.	25 00	Veuve Emile Pi-card	De Lorimier, Q.	"	"	"	"
920	Oscar Morin	Quebec	2 00	Merchants Bank	St. Thomas, O.	"	"	"	"
921	W. A. Day	Port Stanley, O.	1 00	M. J. Dillon	Strafford, O.	"	"	"	"
922	John Kervan	Arthur, O.	1 00	C. Bazett	Dumans, B.C.	"	"	"	"
923	Geo. H. Wailes	Vancouver	25			"	"	"	"

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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letter containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1904.	\$ cts.					
924	T. Eaton Co. ....	Toronto . . . . .	May 26	0 25	Mrs. A. Butler.	Yarmouth, N.S.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	"
925	J. A. Anderson . . .	Blyth, O. ....	" 26	1 00	John Dougall & Son.	Montreal . . . . .	"	"	"
926	Thos. Vibert . . . .	Long Point of Mingan.	" 26	25 00	Wm. Doyle . . . . .	Quebec . . . . .	"	"	"
927	A. Anderson . . . .	Huntingdon, Q. . .	" 26	2 00	R. W. Graham . . .	Montreal . . . . .	"	"	"
928	Mrs. C. Potvin . . .	St. Gédéon . . . .	" 26	1 00	A. C. Routhier . . .	Quebec . . . . .	"	"	"
929	Henry Gentime . . .	English Bay, Q. . .	" 27	4 00	The S. Carsley Co. Ltd.	Montreal . . . . .	"	"	"
930	J. Boucher . . . . .	Montreal . . . . .	" 27	4 00	Delphis Boucher, jr.	Ste. Thérèse, Q. .	"	"	"
931	Mrs. M. Wisner . . .	Alberton, P.E.I. . .	" 27	2 88	Haddelsey & Trainer.	Charlotte town, P.E.I.	"	"	"
932	Wm. Ellis . . . . .	Waba, O. . . . .	" 27	2 00	The Journal Printing Co.	Ottawa . . . . .	"	"	"
933	Mrs. E. E. Boyd . . .	Hamilton, O. . . .	" 28	1 00	Miss Jenkins . . . .	Toronto . . . . .	"	"	"
934	Thos. L. Church . . .	Toronto, O. . . . .	" 28	3 00	A. G. Pittaway . . .	Ottawa . . . . .	"	"	"
935	L. J. Forman . . . .	Port Perry, O. . . .	" 29	20 00	Mrs. J. L. Foran, man.	Aurora, O. . . . .	"	"	"
936	H. H. Magee . . . .	Sydney, N.S. . . . .	" 29	5 00	Mrs. H. H. Macgreg.	Petitcodiac, N.B.	"	"	"
937	Alice Sherin . . . .	Barrie, O. . . . .	" 30	4 00	Miss M. Sherin . . .	Toronto . . . . .	"	"	"
938	Mrs. Allen . . . . .	London, O. . . . .	" 30	5 00	W. N. Allen . . . .	Winnipeg . . . . .	"	"	"
939	Mrs. N. E. Warden	Norwich, O. . . . .	" 1	3 00	Mrs. P. M. Som.	Brantford, O. . . .	"	"	"
940	J. H. Muir . . . . .	Smithville, O. . . .	" 1	5 00	The Rival Herb Co.	Montreal . . . . .	"	"	"
941	A. Doré . . . . .	Chambly Canton, Q. . . . .	" 1	5 00	Mlle Côté . . . . .	" . . . . .	"	"	"
942	F. D. Taylor . . . .	Toronto . . . . .	" 2	3 00	W. Annable . . . .	Ottawa . . . . .	"	"	"

943	A. Drouin.....	Quebec. Montreal.....	" "	21 2	1 10 3 00	R. M. Graham. Mrs. J. H. Anderson.	Montreal..... "	" "	" "	" "
944	A. Forster.....	Winnipeg.....	"	2	63 00	Fairbanks & Co.	Winnipeg.....	"	"	"
945	S. Shepard.....	Port Stanley, O.	"	2		L. E. Tait	St. Thomas, O.	"	"	"
946	Dlle F. Leurin ..	St. Sauveur de Quebec.	"	3	2 00	Wm. Morin.....	Montreal.....	"	"	"
947	Mrs. R. C. George	Toronto, O. ....	"	4	2 00	Mrs. E. Coleman	Seely's Bay, O.	"	"	"
948	T. Eaton Co.....	"	"	4	0 21	Chas. Angers..	Malbair, Q.	"	"	No trace owing to want of registration.
949	T. F. Meagher....	Montreal, Q. ....	"	4	2 50	Mrs. T. F. May.	Kingston, Ont.	"	"	"
950	T. Eaton Co.....	Toronto, O. ....	"	5	0 94	Miss Frank Jordan.	Keewatin, Q.	"	"	"
951	Mrs. A. Pelletier ..	Ste. Anne des Monts.	"	5	0 40	The S. Carsley Co., Ltd.	Montreal.....	"	"	"
952	Wm. Squarey....	Toronto, O. ....	"	6	2 00	Mrs. W. R. Squar- ey.	Ottawa.....	"	"	"
953	Stuart Payne .....	Warsaw, Ont. ....	"	6	1 00	The <i>Journal</i> Printing Co.	"	"	"	"
954	Ed. Hudson.....	St. Donat, Q.	"	9	5 56	S. Bouchard...	Quebec.....	"	"	"
955	Miss Ella Lockhart	Toronto, O. ....	"	10	3 00	Mrs. Geo. Lock- hart.	Brentwood, O.	"	"	"
956	Alf. Drouin.....	Quebec.....	"	11	1 10	R. W. Graham	Montreal.....	"	"	"
957	W. Playford.....	Montreal.....	"	11	1 25	J. O. Dupuis...	"	"	"	"
958	E. Smith.....	Nicolet Falls, Q.	"	11	5 00	Hamilton Bros.	"	"	"	"
959	Jos. Chabot.....	Abenakis.....	"	11	25 00	G. N. Belleau & Co	Quebec.....	"	"	"
960	Alph. Maloney ..	Long Point of Mingan.	"	12	7 00	Z. Paquet.....	"	"	"	"
961	Mrs. Annie Whit- taker.	Toronto, O. ....	"	13	5 00	Mrs. Annie Smith	Camperdown, O.	"	"	"
962	W. E. Holmes.....	"	"	14	10 00	Mrs. M. E. Hol- mes.	Cobourg, O.	"	"	"
963	Alex. Theverkauf.	Sydney, N.S. ....	"	15	5 00	Mrs. Alex. The- verkauf.	River John, N.S	"	"	"
964	C. Eiselein.....	Bowmanville, O.	"	15	40 00	Mrs. C. Eiselein.	Ottawa.....	"	"	"
965	Chas. Hagen.....	Montreal, Q.	"	16	12 00	Mrs. M. A. Hagen	Quebec.....	"	"	"
966	Robertson & Rob- ertson.	Victoria, B.C. ....	"	16	2 00	J. M. Dougall ..	Duncan's Station, B.C.	"	"	"
967	Louis Gilbert.....	Port Perry, O.	"	17	4 00	Miss S. Morris..	Montreal.....	"	"	"
968	B. Tucker.....	Allanburg, O.	"	18	1 30	John Dougall & Son.	"	"	"	"
969	K. B. McCarthy ..	Lachute, Q. ....	"	19	5 00	Miss Ada Cress- well.	"	"	"	"
970	S. J. Brander.....	Priceville, O. ....	"	19	19 12	John Sioan & Co.	Toronto.....	"	"	"
971	John McCarthy....	Galt, O. ....	"	20	4 00	Geo. Hope & Son	"	"	"	"
972	A. W. German.....	Postal car at Crystal City.	"	21	10 00	G. G. German....	Concession, O.	"	"	"
973	Mrs. Holly.....	Toronto, O. ....	"	22	4 00	Mrs. T. Wood- cock.	Hamilton, O. ....	"	"	"



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## APPENDIX H—Continued.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Continued.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recaptulation.
					Name.	Place.			
			1904.	\$ cts.					
974	Jos. Hurley.....	Hamilton, O.....	May 22	1 00	Imperial Silver-ware Co.	Windsor, O.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
975	Geo. Hetherington	Millbrooke, O...	" 23	2 00	Farmers' Advocate.	London.....	"	"	
976	Miss F. W. Spangenberg.	Kingston, O.....	" 23	1 00	Mrs. F. R. Phillips.	Ottawa.....	"	"	1
977	T. Eaton Co. . .	Toronto, O.....	" 23	0 31	Miss Furice Grenier.	Percé, Q.....	"	"	
978	Miss N. Evers.....	St. Catharines...	" 24	5 00	Mrs. M. Conley.	Newmarket, O...	"	"	
979	Walter Stone.....	Palermo.....	" 24	1 00	Imperial Silver-ware Co.	Windsor, O.....	"	See case 725, Class B.....	3
980	Mrs. S. Jenkins...	St. Catharines, O.	" 26	2 00	Mrs. T. S. Richardson.	Sarnia, O.....	"	No trace owing to want of registration.	
981	R. C. Turner.....	Halifax.....	" 26	5 00	Mrs. J. C. Edwards.	Montreal.....	"	"	
982	J. B. Gratton.....	Bordeaux, Q....	" 26	4 25	Mrs. Chas. Imbeau.	"	"	"	1
983	R. C. Verner.....	Halifax.....	" 26	5 00	Mrs. J. C. Edwards.	"	"	"	
984	Evelyn Middleton.	Newcastle, O....	" 26	27 00	Jas. Hoey.....	Paris, O.....	"	Still under inquiry.....	11
985	Latta Rodmore...	Toronto.....	" 27	1 00	Will R. Frankish.	Toronto, O.....	"	No trace owing to want of registration.	1
986	R. Gamble.....	Manotick, O.....	" 28	120 00	Bank of Ottawa.	Ottawa.....	"	Still under inquiry.....	11
987	Wm. R. Harrison...	Montreal.....	" 29	2 00	Mrs. R. Harrison.	Toronto.....	"	No trace owing to want of registration.	
988	Alfred Drouin...	Quebec.....	" 29	1 10	R. W. Graham.	Montreal.....	"	"	
989	L. E. Ouimet.....	Montreal.....	" 30	3 00	Edmund Thibault.	Ottawa.....	"	"	1
990	D. W. Kippin.....	London.....	" 30	2 00	C. E. Pavay.....	Windsor, O.....	"	"	
991	A. Paré.....	Lachine, Q.....	" 31	1 35	Alfred Page.....	Ottawa.....	"	"	
992	Fella Campbell...	Quebec.....	" 31	31 00	Mrs. M. A. Halpenny.	St. Henri de Montreal.	Stated to have been received without contents.	Still under inquiry.....	11

## SESSIONAL PAPER No. 24

993 Mrs. J. C. McDonnell.	Vinton .....	In May	1 00	The Journal Printing Co.	Ottawa.....	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
994 Mrs. J. P. Devine.	Sault Ste. Marie...	End May	1 00	Monastery Precious Blood.	" "	" "	" "	3
995 Mrs. C. C. Goldstone.	Montreal .....	June 1	3 00	Mrs. T. Dunn	Quebec.....	" "	See case 725, Class B	1
996 Telephone Deschamps.	Montmagny, Q....	" 1	2 00	Alfred Fiset....	St. Roch de Québec.	" "	" "	1
997 Mrs. R. S. David.	St. Lambert, Q....	" 1	2 00	R. S. David .....	Montreal .....	" "	" "	1
998 A. R. Proctor.	London W., O.....	" 1	3 53	W. C. Pepper .....	London .....	" "	" "	1
999 McCall & Sheehy.	Quebec .....	" 2	2 60	Ed. Martel. ....	St. Luc, Matane, Q.	" "	" "	1
1000 Joseph Knight.	Charlottetown, P. E.I.	" 2	5 00	Fred. Knight.....	Yarmouth, N.S.	" "	" "	7
1001 Archie Elliott.	Seeley's Bay, O. . .	" 2	5 00	Chas. Stewart....	Onpah, O .....	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	1
1002 J. M. Rosevear....	Montreal.....	" 3	3 00	Montreal L. H. & P. Co.	Montreal.. ..	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
1003 Mrs. Thos. W. Fraser.	Dundee, Q....	" 3	1 50	The S. Carsley Co., Ltd.	" "	" "	" "	3
1004 John Mortimer ..	Elora, O .....	" 4	3 00	The Rival Hub Co.	" "	" "	" "	1
1005 E. Michaud.....	Winnipeg.....	" 5	0 45	Imperial Silver-ware Co.	Windsor, O .....	" "	See case 725, Class B.	3
1006 Alfred Deslières.	Montreal .....	" 6	10 00	Wilfrid Deslières.	St. Bruno, O .....	" "	No trace owing to want of registration.	1
1007 Emma Williams..	Bowmanville, O...	" 7	1 00	Imperial Silver-ware Co.	Windsor, O .....	" "	See case 725, Class B.	3
1008 J. D. Hamilton.	Locust Hill, O....	" 7	2 40	Farmers' Advocate.	London, O .....	" "	No trace owing to want of registration.	1
1009 Miss J. H. Paquin.	West Wickham, Q.	" 8	4 00	The S. Carsley Co., Ltd.	Montreal .....	" "	No trace owing to want of registration.	1
1010 R. Parker.....	Montreal.....	" 10	2 00	Chas. Parker .....	Fassifern, O .....	" "	" "	1
1011 Nap. Rhaut .....	Victoriaville, Q. . .	" 11	6 00	O. L. Richardson & Son.	Quebec.....	" "	" "	11
1012 Madame Simpson.	Quebec .....	" 12	3 00	Mrs. Jos. Heroux.	Montreal .....	" "	" "	1
1013 Geo. Bailey. ....	Haileybury, O .....	" 13	10 50	J. J. McLaughlin.	" "	" "	Still under inquiry.....	11
1014 Miss Murray .....	Montreal .....	" 13	15 00	F. Ogden .....	Quebec .....	" "	No trace owing to want of registration.	1
1015 Thos. McKennon.	Madame, Q....	" 13	7 50	Legare & Brochu.	Quebec .....	" "	" "	1
1016 Miss L. M. Montgomery.	Cavendish, P. E.I.	" 14	4 00	Gauvin & Gentzel.	Charlottetown, P. E.I.	" "	" "	1
1017 H. S. Bredin.....	Kingston, O .....	" 15	1 00	W. A. Murray & Co.	Toronto, O .....	" "	" "	11
1018 Miss H. Jomphe..	Seven Islands, Q. . .	" 15	2 50	Mrs. Romeo Corri-veau.	Quebec .....	" "	" "	11
1019 Edouard Jobin....	Montreal .....	" 15	72 00	Mrs. Frs. Myrand.	Sillery Cove, Q.	" "	Still under inquiry.....	11
1020 Henry Birks & Son	" .....	" 16	0 50	A. C. McNeill .....	Grand Mére, Q.	" "	No trace owing to want of registration.	1
1021 Lionel Filteau....	St. Sauveur de Que.	" 18	2 50	La Librairie Française.	Montreal .....	" "	" "	1
1022 C. A. Hutchings....	Louisburg, N.S....	" 19	5 00	Miss C. W. McLeod	Big Bras d'Or.	" "	" "	1

APPENDIX H—Concluded.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1904, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—Concluded.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	ADDRESS OF LETTER.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
1023	E. E. Bissett.....	Port Morien, N.S.	1904.	\$ 5 00	Mrs. G. W. Bissett	River Bourgeoise, N.S.	Stated not to have been received by person addressed.	No trace owing to want of registration.	1
1024	Mrs. Albert Gagnon	St. Henri de Lévis, Q.	"	1 00	Mrs. Hector Blouin	Quebec, Q.			
1025	Mrs. Campbell.....	Tilbury, O.	"	13 00	Allan G. Campbell.	Montreal.			
1026	A. Limoges.....	Beauharnois, Q.	"	4 00	Mde. E. Gougeon.	"			
1027	J. W. Franks.....	Woodbridge, Q.	"	13 50	J. Fleury & Sons.	Aurora, O.			
1028	Dr. Antonio Pelletier.	St. Camille, Q.	"	3 00	Mrs. E. P. Pelletier	Montreal.			
1029	J. M. Sirois & Co.	Cacouna, Q.	"	5 67	L. P. Montreuil	Quebec.			
1030	E. F. Burritt.....	Ottawa.	"	25 00	Mrs. Burritt.	Hudson Heights.			
1031	Mde André Morin.	St. Théodore de Chartreux.	"	5 00	Arthur Larivière.	Montreal.			
1032	Émile Béribé.....	Beauceville East, Q.	"	4 00	Legaré & Brochu.	Quebec.			
1033	T. Amyott.....	Rockland.....	"	15 00	Alex. Hawley.	Ottawa.		Still under inquiry.....	11



SESSIONAL PAPER No. 24

APPENDIX H--Concluded.

RECAPITULATION.

Classification of Classes.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed; but, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office.	968	
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable.		
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good.	33	
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered.	2	
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible.	9	3
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered.	1	
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy.	18	16
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails <i>en route</i> , the contents of which (or a portion thereof) were recovered or made good.	8	
9. Letters stolen from the Post Office, or mails <i>en route</i> , the contents of which were not recovered.	5	5
10. Letters accidentally destroyed during course of post.	3	
11. Still under consideration.	50	8
Totals.	135	1,033

W. M. SMITH,  
Secretary.

R. M. COULTER,  
Deputy Postmaster General.



APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH



4-5 EDWARD VII., A. 1905

APPEN

CHIEF DEAD

STATEMENT of Letters received at the Dead Letter Branches, Canada, during the Year  
Dead Letters have

TABLE No. 1.—Showing the Numbers of Letters of all

Number received.	—	—	—	—
<b>DEAD LETTERS :—</b>				
Returned from Great Britain (of these were registered 335)	29,691			
" United States ( " 1,597)	128,823			
" France ( " —)	768			
" Arg. Republic ( " —)	212			
" Cuba ( " 1)	277			
" Jamaica ( " —)	276			
" Mexico ( " 15)	361			
" Newfoundland ( " 9)	996			
" N. South Wales ( " 5)	467			
" other colonies and foreign countries (of these were registered..... 23)	1,516			
	1,985	163,387		
LESS—Registered, accounted for below.....	1,985	161,402		
Books, postal cards, &c., also returned .....		26,298		
			187,700	
Returned from post offices in Canada and classified as follows :—				
Registered letters on hand June 30, 1903.....	370			
Registered letters received during the year ended June 30, 1904 (including those of foreign origin).....	12,149		12,519	
Letters found to contain value and recorded, on hand June 30, 1903.....	296			
Letters found to contain value and recorded, received during the year ended June 30, 1904 .....	5,886		6,182	
			18,701	
Ordinary dead letters received during the year ended June 30, 1904.....		507,973		
Dead letters with printed address of senders.....		11,823		
Dead letters with official franks.....		4,504		
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed.....		45,651		569,951
Dead samples received during the year ended June 30, 1904.....		1,995		
Dead postal cards, parcels, books, &c., on hand June 30, 1903.....		3,147		
Dead postal cards, parcels, books, &c., received during the year ended June 30, 1904.....		446,937		
			452,079	
				1,228,431
Carried forward.....				1,228,431

## SESSIONAL PAPER No. 24

## DIX I.

## LETTER OFFICE.

ended June 30, 1903, and of their contents, valuable or otherwise, showing how such been disposed of.

kinds received, with the disposition made of them.

How disposed of.	—	—	—	—
DEAD LETTERS :- -				
Returned to Great Britain, including all foreign letters not enumerated below (of these were registered 3,677)	75,904			
Returned to United States ( " 527)	92,544			
" France ( " 226)	2,187			
" Hong Kong ( " 7)	192			
" Mexico ( " 6)	178			
" Newfoundland ( " 17)	3,212			
" N. South Wales ( " 5)	344			
" New Zealand ( " 6)	407			
" Vict. Australia ( " 4)	171			
" other colonies and foreign countries (of these were registered..... 75)	1,331			
4,550 .....		176,470		
Books, post cards, &c., of British and foreign origin also returned .....		83,022		
Registered letters returned to writers, including those of foreign origin.....	10,978		259,492	
Registered letters failed of delivery to writers owing to refusal to redeem, want of address, &c., found to be of no value and destroyed.....	921			
Registered letters in Dead Letter Branch awaiting claim...	620			
Letters found to contain value returned to writers.....	5,833		12,519	
" failed of delivery and found to be of no further value.	11			
" found to contain value, failed of delivery, in Dead Letter Branches awaiting claim..	288			
		6,182		
Ordinary dead letters returned to writers.....		289,336		18,701
" " with printed addresses returned to senders .....		11,823		
" " returned to government departments.....		4,504		
" " without signatures or postmarks, accounts, &c., destroyed.....	206,010			
" " remaining in Dead Letter Branches..	1,411			
Returned dead letters disposed of.....	44,960			
" " remaining in Dead Letter Branches..	691			
		253,072		
Dead samples forwarded or returned to senders .....		1,301		558,735
" disposed of .....		673		
" remaining in Dead Letter Branches .....		21		
			1,995	
Dead postal cards, parcels, books, &c., forwarded or returned to senders.....		20,048		
Dead postal cards, parcels, books, &c., disposed of.....		365,856		
Dead postal cards, parcels, books, &c., remaining in Dead Letter Branches.....		3,604		
			389,498	
				1,228,431
Carried forward .....				1,228,431

## APPENDIX

## STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the Number of Letters of all kinds

Number received.	—	—	—	—
Brought forward....				1,228,431
SPECIAL LETTERS, classified as follows:—				
Registered letters on hand June 30, 1903.....	104			
"    received for postage, better address, &c.	4,532	4,636		
Letters found to contain value and recorded, on hand June 30, 1903.....	174			
Letters found to contain value and recorded, received for postage, better address, &c.....	6,724	6,898		
Ordinary letters (received for postage) on hand June 30, 1903.....	387		11,534	
Ordinary letters received for postage.....	34,356	34,743		
Ordinary letters received for better address on hand June 30, 1903.....		2		
Ordinary letters received for better direction.....		45,275		
Drop letters on hand June 30, 1903.....		47	80,020	
"    received for postage.....		3,477		
Letters for foreign countries on hand June 30, 1903...		348	3,524	
Letters for foreign countries received as unpaid or short paid.....		20,669		
Post cards received for postage or better address on hand June 30, 1903.....	5		21,017	
Post cards received for postage or better address.....	20,094			
Samples on hand June 30, 1903.....	7			
"    received for postage or better address.....	428	20,534		
Parcels, books, &c., on hand June 30, 1903.....	2,828			
"    received for postage or better address.....	37,474	40,302	60,836	
				176,931
Grand total.....				1,405,362



## SESSIONAL PAPER No. 24

I—Continued.

during the Year ended June 30, 1904, &amp;c.—Continued.

received, with the disposition made of them—Continued.

How disposed of.	—	—	—	—
Brought forward.....				1,228,431
SPECIAL LETTERS :—				
Registered letters returned to writers or forwarded to address.....	4,429			
" " unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver.....	69			
" " in Dead Letter Branches awaiting claim.....	138	4,636		
Letters found to contain value returned to writers or forwarded to address.....	6,668			
" " destroyed, being of no further value.....	14			
" " in Dead Letter Branches awaiting claim.....	216	6,898		
Ordinary letters received for postage, returned or forwarded.....	32,009		11,534	
" " destroyed in consequence of the inability of the department to return or deliver.....	2,263			
" " remaining in Dead Letter Branches.....	471	34,743		
Ordinary letters received for better address, returned or forwarded.....	38,150			
Ordinary letters received for better address, destroyed in consequence of the inability of the department to return or deliver.....	7,127	45,277		
Drop letters received for postage, returned or forwarded.....		2,978	80,020	
" " destroyed in consequence of the inability of the department to return or deliver.....		540		
Drop letters remaining in Dead Letter Branches.....		6	3,524	
Letters for foreign countries, returned or forwarded.....		19,093		
" " destroyed in consequence of the inability of the department to return or deliver.....		1,578		
Letters for foreign countries remaining in Dead Letter Branches.....		346	21,017	
Post cards returned or forwarded.....		9,928		
" destroyed.....		10,039		
" remaining in Dead Letter Branches.....		132	20,099	
Samples returned or forwarded.....	362			
" destroyed, being of no value.....	68			
" remaining in Dead Letter Branches.....	5	435		
Books, parcels, &c., returned or forwarded.....	21,331			
" destroyed, being no value.....	15,891			
" remaining in Dead Letter Branches.....	3,080	40,302	40,737	
Grand total.....				176,931
				1,405,362

4-5 EDWARD VII., A. 1905

## APPENDIX

## SUM

STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the Number of Letters of all

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Letters on hand June 30, 1903.....	7,725
Dead Letters received . . . . .	1,224,618
Special Letters received.....	173,019
	<hr/>
	1,405,362

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GEO. R. WHITE,  
*Acting Chief Superintendent*

SESSIONAL PAPER No. 24

I—*Continued.*

M A R Y.

during the Year ended June 30, 1904, &c.—*Concluded.*

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kinds received, with the disposition made of them—*Concluded.*

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Dead Letters disposed of.....	1,221,796
Special Letters disposed of .....	172,537
Letters on hand June 30, 1904.....	11,029
	<hr/>
	1,405,362

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R. M. COULTER,

*Deputy Postmaster General.*



4-5 EDWARD VII., A. 1905

## APPENDIX I—Continued.

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
4,060	Money (including \$104.49 inclosed in letters under other heads).....	19,492 66	3,766	294
52	Bills of exchange.....	18,149 73	44	8
1,371	Cheques.....	134,102 58	1,355	16
319	Drafts.....	54,274 59	314	5
2	Letters of credit.....	125 00	2	
6	Money orders (Bank).....	66 09	5	1
1,451	Money order (Express).....	20,819 18	1,424	27
1,765	Money order (Post Office).....	23,436 13	1,731	34
58	Orders.....	4,911 53	56	2
755	Postal notes.....	2,380 91	741	14
395	Promissory notes.....	67,539 97	385	10
576	Receipts.....	59,975 61	566	10
5	Salary warrants.....	52 56	5	
21	Stock certificates.....	30,981 00	21	
5	Various certificates, &c.....	2,035 00	5	
3,677	Registered letters sent to Dead Letter Office at London, England.....		3,677	
527	Registered letters sent to Dead Letter Office at Washington, D.C.....		527	
346	Registered letters sent to Dead Letter Offices of other countries.....		346	
67	Deeds.....		66	1
112	Documents of value.....		111	1
31	Certificates.....		29	2
3	" A. O. U. W.....		3	
17	" baptism.....		17	
2	" benevolent society.....		2	
2	" beneficiary.....		2	
3	" birth.....		3	
3	" bricklayer.....		3	
7	" C. O. F.....		7	
10	Passbooks, loan, savings and building.....		10	
4	" miners.....		4	
19	" savings bank.....		19	
1	" Sons of England.....		1	
1	" Typographical Union.....		1	
1	" various.....		1	
1	Pass.....		1	
47	" railway.....		39	8
1	Pastry.....		1	
2	Patches.....		2	
1	Patchwork.....		1	
1	Patent.....		1	
7	Patterns.....		7	
1	Paylist.....		1	
4	Pedigrees.....		4	
8	Pencils.....		8	
1	Pencil case.....		1	
4	Pens.....		4	
5	" fountain.....		4	1
2	" holders.....		2	
1	Pepper.....		1	
17	Perfume.....		17	

SESSIONAL PAPER No. 24

## APPENDIX I—Continued.

TABLE No 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
8	Permits.....		7	1
224	Photos.....		200	24
6	Photo brooches.....		5	1
2	" buttons.....		2	
29	" frames.....		29	
2	" paper.....		2	
1	" solution.....		1	
1	Pick.....		1	
8	Pictures.....		8	
1	" block.....		1	
9	Pills.....		9	
1	Pillow.....		1	
1	" case.....		1	
1	Pinafore.....		1	
5	Pins.....		5	
4	" hat.....		4	
2	" scarf.....		2	
16	" stick.....		14	2
6	Pin cushions.....		6	
61	Pipes.....		58	3
2	Plans.....		2	
1	Plate.....		1	
20	Plants.....		18	2
2	Plum pudding.....		1	1
1	Pocket book.....		1	
2	" knives.....		2	
1	Polish.....		1	
1	Post card album.....		1	
2	Post cards.....		2	
1	Postage stamp used.....		1	
14	Powers of attorney.....		13	1
1	Prayer beads.....		1	
6	Printed matter.....		6	
1	Prize list.....		1	
14	Proxies.....		14	
5	Puddings.....		4	1
1	Pulp.....		1	
84	Purses.....		84	
1	Quilt.....		1	
1	Rattler.....		1	
17	Razors.....		17	
103	Receipts for goods.....		100	3
11	" homestead.....		11	
4	" insurance.....		4	
17	" registered letter.....		17	
1	" various.....		1	
11	Recommends.....		11	
15	Registered Letters.....		15	
1	Revolver.....		1	
12	Ribbons.....		12	
4	Rings napkin.....		4	
36	Rings.....		34	2
1	Root.....		1	
2	Rolls.....		2	
1	Rubber plug.....		1	
1	" stamp.....		1	

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.		No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branch.
		\$	cts.		
1	Rubber tube .....			1	
2	Ruffs .....			2	
1	Rug .....			1	
1	Rule carpenters. ....			1	
1	Sachet .....			1	
3	Salve .....			3	
3	Samples .....			3	
1	Sash .....			1	
1	Satin .....			1	
1	Sardine .....			1	
28	Mitts .....			28	
100	Mocassin .....			97	3
14	Mortgages .....			14	
1	" chattel .....			1	
4	" discharge of .....			4	
4	Mouth Organs .....			4	
3	Muffs .....			2	1
2	Mufflers .....			1	1
1	Mug .....			1	
1	Mustard .....			1	
1	Nail file .....			1	
5	Naturalization papers .....			5	
4	Necklaces .....			4	
13	Neckties .....			13	
1	Needles .....			1	
1	Negative .....			1	
7	Newspapers .....			7	
168	Notices, various .....			100	68
1	Oil stove .....			1	
2	Ointment .....			2	
1	Old jewellery .....			1	
1	Opera glass .....			1	
13	Ornaments .....			13	
2	Orders .....			2	
8	Ores .....			8	
3	Overcoats .....			3	
4	Pamphlets .....			4	
3	Pads .....			3	
1	Paints .....			1	
1	Palms .....			1	
2	Paper weights .....			2	
6	Papers, commercial .....			6	
3	" of value .....			3	
1	" fancy .....			1	
57	Pass books .....			57	
3	" A. O. U. W. ....			3	
32	" Banks .....			31	1
1	" Canadian Home Circle .....			1	
5	" C. O. F. ....			5	
1	" I. O. F. ....			1	
4	" Chosen friends .....			4	
1	" Investment Co. ....			1	
4	" I. O. O. F. ....			4	
2	" Insurance .....			2	
1	Jar .....			1	



SESSIONAL PAPER No. 24

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.		No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$	cts.		
2	Jelly .....			2	
2	Jersey .....			1	1
53	Jewellery .....			51	2
1	Jewel case .....			1	
7	Keys .....			7	
14	Knives .....			14	
2	Knives and forks .....			2	
32	Lace .....			32	
3	" collars .....			3	
1	" patterns .....			1	
2	Lamps .....			2	
4	Land transfers .....			4	
3	Leases .....			2	
2	Leaves .....			2	
1	Leather leggings .....			1	
1	" vest .....			1	
84	Legal papers .....			82	2
1	Leggings .....			1	
2	Lense .....			2	
14	Letters, old .....			13	1
1	" weight .....			1	
2	License .....			2	
1	" fishery .....			1	
3	Linen .....			3	
22	Liquid .....			21	1
2	Lucky pennies .....			2	
1	Locket, common .....			1	
2	Locks .....			2	
1	Logbook .....			1	
9	Machinery, parts of .....			9	
1	Magazine .....			1	
1	Manicure set .....			1	
3	Manuscript .....			3	
7	Maple sugar .....			7	
1	Maps .....			1	
9	Match safes .....			9	
17	Mats .....			17	
1	Mat hook .....			1	
1	Meat .....			1	
15	Medals .....			15	
90	Medicine .....			90	
11	Merchandise .....			11	
4	Mirror .....			4	
2	Gold pens .....			2	
32	" pins .....			30	2
2	" quartz .....			2	
113	" rings .....			102	11
9	" spectacles .....			8	1
1	" thimble .....			1	
13	" tie pins .....			13	
57	" watches .....			51	6
4	" cases .....			4	
1	" charm .....			1	
2	Grants, Crown .....			2	
1	Graphophone .....			1	

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
2	Graphite.....		2	
4	Gum.....		4	
1	" bag.....		1	
1	Gun barrel.....		1	
1	" sight.....		1	
1	" stock.....		1	
1	Hair.....		1	
1	" brush.....		1	
1	" receiver.....		1	
2	" wash.....		2	
175	Handkerchiefs.....		175	
17	" silk.....		15	2
6	" cases.....		6	
15	Hats.....		15	
3	Headdresses.....		2	1
2	" rests.....		2	
1	Heather.....		1	
1	Hemlock.....		1	
4	Hoods.....		4	
1	Hook.....		1	
1	Hone.....		1	
1	Horn.....		1	
39	Indian curios.....		39	
1	Inhaling powder.....		1	
3	Ink stands.....		3	
3	Insects.....		3	
1	Insole.....		1	
1	Instrument.....		1	
1	" musical.....		1	
1	" surveyor.....		1	
118	Insurance policies.....		112	6
16	Jackets.....		16	
2	Flannel.....		2	
2	Flannellette.....		2	
2	Flax.....		2	
5	Flowers.....		4	1
1	Flower pot.....		1	
1	Flute.....		1	
1	Food malter.....		1	
1	Foot ball.....		1	
31	Fountain pens.....		30	1
1	Fox bait.....		1	
1	Frill.....		1	
82	Furs.....		82	
3	Fur boas.....		3	
1	" cap.....			1
4	" collars.....		4	
1	" muff.....		1	
1	" bear.....		1	
1	" coon.....		1	
5	" coyotte.....		5	
1	" skunk.....		1	
5	Game.....		5	
7	Garters.....		5	2
4	Gauntlets.....		4	

SESSIONAL PAPER No. 24

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904. *	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ stc.		
1	Glass eye.....		1	
3	Glasses.....		3	
55	Gloves.....		55	
6	" kid.....		6	
21	Gold bracelets.....		20	1
37	" brooches.....		35	2
2	" buttons.....		2	
23	" chains.....		22	1
5	" charms.....		3	2
2	" cross.....		1	1
1	" crown.....		1	
3	" cuff buttons.....		3	
9	" cuff links.....		7	2
1	" ear ring.....		1	
3	" eye glasses.....		3	
1	" jewellery.....		1	
26	" lockets.....		21	5
2	" necklace.....		2	
1	" nib.....		1	
14	" nuggets.....		13	1
1	" ornaments.....		1	
4	Cuff links.....		3	1
11	Cups and saucers.....		11	
6	Cushions.....		6	
1	Dagger.....		1	
27	Declarations.....		27	
8	Diplomas.....		8	
2	Discharges.....		2	
2	" mortgage.....		2	
3	" seaman.....		3	
7	" soldiers.....		7	
1	Dish.....		1	
15	Doilies.....		15	
14	Dolls.....		14	
2	Drawers.....		2	
1	Draughts.....		1	
2	Drapery.....		2	
57	Dresses.....		1	
11	" child's.....		57	
40	Dress goods.....		11	
1	Drug.....		38	2
1	Ear drum.....		1	
3	Eggs.....		1	
3	Electrical instruments.....		3	
1	Electric lamp.....		3	
10	Electrotypes.....		1	
1	Engraving on brass.....		10	
1	Envelopes.....		1	
1	Eraser rubber.....		1	
2	Eye, artificial.....		1	
6	Eye glasses.....		2	
3	False teeth.....		5	1
261	Fancy articles.....		3	
1	" bag.....		261	
1	" collar.....		1	



## APPENDIX I--Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value. &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
2	Fancy cushions.....		1	
9	" ornaments.....		2	
18	Fans.....		9	
4	Fascinator.....		18	
5	Feathers.....		4	
1	Fern ball.....		5	
1	Field note.....		1	
12	Films.....		12	
1	Fish hook.....			1
2	" lines.....		2	
22	Cards' playing.....		22	
1	" Xmas.....		1	
1	Cartridge.....		1	
1	Carvers.....		1	
1	Castor.....		1	
2	Catalogues.....		2	
1	Cement.....		1	
7	Centrepieces.....		7	
10	Chains.....		10	
1	Charm.....		1	
1	Chatelaine.....		1	
1	Check.....		1	
50	" baggage.....		45	5
2	Cheese.....		2	
1	Chest protector.....		1	
1	Cheque book.....		1	
2	Chromos.....		2	
12	Cigars.....		12	
1	Cigar case.....		1	
3	" holders.....		3	
25	Cigarettes.....		15	10
3	" paper.....		3	
1	Clasp.....		1	
1	Clip machine.....		1	
24	Clothing.....		24	
9	" child's.....		5	4
2	" lady's.....		2	
13	" mens and boys'.....		12	1
1	Clock.....		1	
1	" movement.....		1	
1	Coal.....		1	
46	Coin.....		44	2
9	Coats.....		8	1
2	Coffin plates.....		2	
1	Collar stock.....		1	
103	Collars and cuffs.....		103	
3	Combs.....		3	
1	Commission.....		1	
9	Confectionery.....		8	1
15	Contracts.....		14	1
4	Corsets.....		4	
2	Coupons.....		2	
86	Covers.....		85	1
3	Crucifix.....		3	
2	Bonds.....		2	

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## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
94	Books .....		88	6
1	Book, assessment.....		1	
1	" cheque .....		1	
1	" lodge .....		1	
1	" memo.....		1	
4	" mileage.....		2	2
1	" music.....		1	
1	" prayer.....		1	
2	" school .....		2	
25	" receipt .....		23	2
1	" ticket.....		1	
2	Book covers.....		2	
5	Bootees .....		5	
118	Boots and shoes.....		115	3
3	Boxes.....		3	
1	Botanical specimen.....		1	
11	Bracelets .....		11	
3	Braces .....		3	
1	Braid.....		1	
1	Brass etching .....		1	
52	Brooches .....		52	
1	" crescent .....		1	
1	Brush.....		1	
4	Brush and comb.....		2	2
4	Buckles.....		4	
1	Bullet mould.....		1	
1	Butter.....		1	
3	Buttons.....		3	
1	" sleeve .....		1	
3	" photo.....		2	1
104	Cakes.....		102	2
1	Cake yeast.....		1	
14	Calendars .....		14	
3	Camera .....		3	
2	" parts of.....		2	
1	" shutter.....		1	
1	Candlestick .....			1
93	Candy .....		91	2
1	Cash voucher.....		1	
2	Capes .....		1	1
5	Caps .....		5	
78	Cards .....		74	4
5	Card cases.....		4	1
1	Certificate steamship.....		1	
1	" stock .....		1	
5	" Y.M.C.A.....		5	
1	" veterinary surgeon.....		1	
1	" work .....		1	
1	Actinas .....		1	
5	Accounts.....		5	
3	Account cards.....		2	1
315	Accountant's reports.....		315	
7	Affidavits.....		7	
19	Agreements.....		18	1
1	Amber.....		1	

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
1	Application.....		1	
30	Aprons.....		30	
1	Armets.....		1	
1	Arrowhead.....			1
2	Assignments.....		2	
1	Axle grease.....		1	
4	Badges.....		3	1
6	Bags.....		6	
1	Ball.....		1	
3	Bark.....		2	1
5	Baskets.....		5	
8	Beads.....		8	
1	Bead chain.....		1	
2	" girdle.....		2	
3	" work.....		3	
29	Belts.....		28	1
1	Belt, electric.....		1	
1	" buckle.....		1	
1	" pin.....		1	
10	Bibs.....		10	
1	Bible.....		1	
3	Bills of lading.....		3	
2	" of sale.....		2	
1	Binocular glass.....		1	
3	Bird's eggs.....		3	
2	" wings.....		2	
1	Biscuit.....		1	
2	Blotter.....		2	
28	Blouses.....		28	
3	Blouse sets.....		3	
14	Bluine.....		10	4
1	Boa.....		1	
11	Certificates character.....		11	
2	" Carpenter.....		2	
19	" Church membership.....		19	
1	" Clergyman.....		1	
2	" Commercial traveller.....		2	
1	" Customs.....		1	
1	" Death.....		1	
1	" Dentist.....		1	
1	" Druggist.....		1	
1	" Electrical worker.....		1	
6	" Engineer.....		6	
2	" Free Miner.....		2	
1	" Health.....		1	
1	" High School.....		1	
1	" Home Circle.....		1	
1	" Hospital.....		1	
1	" Identity.....		1	
16	" I.O.O.F.....		16	
3	" Inspection.....		3	
4	" Land Title.....		4	
1	" Law Society.....		1	
1	" Location.....		1	
3	" Lodge.....		3	
1	" L.O.L.....		1	
10	" Marriage.....		10	



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## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
3	Certificates Masonic .....		3	
1	" Masters .....		1	
10	" Medical .....		10	
1	" Membership .....		1	
4	" Miner .....		4	
1	" Nurses .....		1	
1	" Odd Fellow .....		1	
8	" Orange .....		8	
1	" Order of the Eagle .....		1	
1	" Painters .....		1	
5	" Passage .....		5	
6	" Physicians .....		6	
1	" Railway conductor .....		1	
2	" " fare .....		2	
1	" " trackman .....		1	
6	" School teachers .....		6	
2	" Shipping .....		1	1
1	" Soldiers .....		1	
1	" Solicitors .....		1	
1	Saw bit .....		1	
1	Scarf pin .....		1	
13	Scarves .....		12	1
1	Scapulars .....		1	
1	Scissors .....		1	
1	Screw .....		1	
29	Seeds .....		28	1
1	Sewing outfit .....		1	
35	Shawls .....		34	1
1	Shells .....		1	
1	Shipping papers .....		1	
27	Shirts .....		25	2
1	Shrub .....		1	
11	Shoes .....		11	
13	Silk .....		12	1
1	Silk belt .....		1	
1	" blouse .....		1	
1	" bow .....		1	
1	" collar .....		1	
3	" drape .....		3	
1	" floss .....		1	
1	" gloves .....		1	
1	" kimona .....		1	
1	" label .....			1
1	" purse .....		1	
1	" ribbon .....		1	
5	" scarfs .....		5	
1	" shawl .....		1	
1	" skirt .....		1	
3	" stockings .....		3	
4	" ties .....		4	
2	" waists .....		2	
1	" watch pocket .....		1	
1	Silver bowl .....		1	
6	" bracelets .....		5	1
88	" brooches .....		83	5

## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1902, and now lying unclaimed in Dead Letter Branches.
		¢ cts.		
2	Silver bullion.....		2	
1	" butter knife.....		1	
1	" button hook.....		1	
1	" buckle.....			1
2	" chains.....		2	
1	" cigarette case.....		1	
2	" cuff links.....		2	
1	" cross.....		1	
1	" cup.....		1	
1	" dish.....		1	
1	" jug.....		1	
1	" inkstand.....		1	
1	" locket.....		1	
2	" jewellery.....		1	1
3	" match box.....		3	
4	" medals.....		4	
1	" mounted blotter.....		1	
1	" pendant.....		1	
3	" pins.....		3	
1	" shaker.....		1	
1	" paper weight.....		1	
3	" plates.....		3	
1	" ring.....		1	
1	" smelling salts bottle.....		1	
25	" spoons.....		24	1
1	" spectacles.....		1	
1	" stamp box.....		1	
1	" table knife.....		1	
4	" tie pins.....		4	
4	" thimbles.....		4	
1	" tray.....		1	
1	" tooth brush.....		1	
80	" watches.....		72	8
1	" writing set.....		1	
3	Skins, mink.....		3	
1	Skirt.....		1	
1	Slate.....		1	
1	Sleeve link.....			1
39	Slippers.....		39	
1	Smelling salts.....		1	
1	Snake skin.....		1	
4	Soap.....		4	
2	" wrappers.....		2	
71	Socks.....		61	10
17	Spectacles.....		15	2
1	" rims.....		1	
1	Sponge.....		1	
54	Spoons.....		52	2
1	Spoon salt.....		1	
14	" souvenir.....		14	
1	" sugar.....		1	
1	" spring.....		1	
2	Stamp album.....		2	
1	" collection.....		1	
45	Stamps, old.....		45	

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## APPENDIX I—Continued.

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &amp;c.—Continued.

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.		No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$	cts.		
9	Stationery .....			9	
1	Steel plate .....			1	
1	" rod .....			1	
1	Stereoscope .....			1	
1	Stereotype .....			2	
17	Stockings .....			12	2
1	Stone arrowhead .....			1	
1	Stud .....			1	
21	Summonses .....			18	3
9	Sugar, maple .....			9	
1	" shell .....			1	
3	Suspenders .....			3	
1	Sweater .....			1	
1	Syringe .....			1	
2	Switches .....			2	
1	Siphon .....			1	
11	Table covers .....			11	
1	Tam O'Shanter .....			1	
5	Tea .....			5	
1	" cosy .....			1	
10	Teeth .....			10	
1	Telescope .....			1	
2	Testimonials .....			2	
2	Thermometer .....			2	
1	Thimble .....			1	
1	" case .....			1	
1	Thread .....			1	
2	Tickets .....			2	
3	" lottery .....			3	
3	" mileage .....			2	1
5	" pawn .....			4	1
77	" railway .....			63	14
2	" steamship .....			2	
63	Ties .....			60	3
6	Tie pins .....			6	
26	Time checks .....			24	2
2	Tin-types .....			2	
77	Tobacco .....			71	6
1	" pouch .....			1	
1	Tooth paste .....			1	
1	Toupee .....			1	
1	Toilet cream .....			1	
1	" mat .....			1	
1	Tooth brush .....			1	
2	Towels .....			2	
1	Toque .....			1	
49	Toys .....			47	2
3	Trays .....			3	
5	" cloths .....			5	
7	Trousers .....			7	
2	Truss .....			2	
1	Turkey .....			1	
7	Underclothing .....			7	
1	Umbrella tag .....			1	
10	Various documents .....			10	



APPENDIX I—*Concluded.*TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Concluded.*

No. of Letters received during the Year ended June 30, 1904.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1904.	No. of Letters delivered of those received during the Year ended June 30, 1904.	No. of Letters undelivered on June 30, 1904, and now lying unclaimed in Dead Letter Branches.
		\$ cts.		
3	Vases.....		3	
1	Veil.....		1	
4	Vests.....		3	1
6	Views.....		6	
1	Violin.....		1	
1	Violin cord.....		1	
9	Voters' lists.....		9	
4	Vouchers.....		4	
1	Walking cane.....		1	
16	Waists.....		16	
1	Waste-paper basket.....		1	
2	Waist coats.....		2	
1	Wall pocket.....		1	
13	Watches.....		9	4
2	Watches, gilt.....		2	
1	Watch guard.....		1	
4	" movements.....		3	1
12	" nickel.....		10	2
1	Wash rag.....		1	
1	Water colour drawing.....		1	
6	Wedding cake.....		6	
2	Wicks.....		2	
1	Whip lash.....		1	
1	Whiskey.....			1
1	Whistle.....		1	
2	Wills.....		2	
29	Wings.....		29	
4	Wool.....		3	1
3	Woollen hoods.....		3	
3	Work bags.....		2	1
2	Work boxes.....		2	
1	Wrapper.....		1	
2	Wrist bags.....		2	
2	Writ.....		2	
3	Yarn.....		3	
1	Yacht model.....		1	
22,163		438,342 54	21,405	758
13,080	Add to these ordinary recorded letters not enumerated above, which have been returned, forwarded or otherwise disposed of, as shown in Table No. 1.....		12,576	504
	Grand total of letters containing value disposed of.....		33,981	1,262
	Grand total of letters remaining unclaimed in Dead Letter Branches.....		1,262	
35,243	Grand Total.....		35,243	

R. M. COULTER,  
Deputy Postmaster General.

GEO. R. WHITE,  
Acting Chief Superintendent.

APPENDIX J

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH

APPEN

STATEMENT of Receipts and Issues of Postage

RECEIPTS.

Denominations.	Stamps, &c., on hand from last year.	Received from Manufacturers.	Returned by Postmasters, unfit for use.	Returned by Postmasters, fit for use.	Total number of Stamps, &c., to be accounted for.	Amount to be accounted for.
						\$ cts.
½c. postage stamps.....	123,100	880,000	544		1,003,644	5,018 22
1c. ".....	6,358,700	83,600,000	25,911	5,000	89,989,611	899,896 11
2c. ".....	18,922,800	202,700,000	57,880	3,100	221,683,780	4,433,675 60
3c. ".....			516		516	15 48
5c. ".....	689,300	4,820,000	4,503	500	5,514,303	275,715 15
7c. ".....	145,050	2,465,000	1,635	300	2,611,985	182,838 95
10c. ".....	194,475	725,000	204	1,100	920,779	92,077 90
20c. ".....	19,700	190,000	45	600	210,345	42,069 00
50c. ".....	299,625		201		299,826	149,913 00
10c. special delivery stamps...	36,600	62,500	211	25	99,336	9,933 60
2c. stamp books.....	2,056	611,000	235	100	613,391	153,347 75
\$3 Jubilee stamps.....	2,650				2,650	7,950 00
\$4 ".....	3,050				3,050	12,200 00
\$5 ".....	2,100				2,100	10,500 00
1c. post bands.....	16,100	458,000	9,372	100	483,572	6,044 65
1c. letter cards.....			280		280	2 80
2c. ".....			147		147	2 94
3c. ".....			141		141	4 23
1c. post cards.....	1,286,600	22,400,000	20,621	7,900	23,715,121	237,151 21
1c. " advt., 16 on sheet.....	36,000	464,000			500,000	5,000 00
1c. " " 8 on sheet.....	38,000	1,277,000			1,315,000	13,150 00
1c. " " single.....	24,800	317,000			341,800	3,418 00
2c. Postal Union cards.....	15,700	50,000	1,454		67,154	1,343 08
2c. reply cards.....	7,000	177,000	1,647	100	185,747	3,714 94
1c. stp. env. at \$1.20 per 100..	21,200	140,000	394	1,500	163,094	1,957 12½
2c. " \$2.20 ".....	23,500	1,254,000	1,118	500	1,279,118	28,140 59½
Totals.....	28,268,106	322,590,500	127,059	20,825	351,006,490	6,575,080 33½

E. P. STANTON,  
*Superintendent, Postage Stamp Branch.*



SESSIONAL PAPER No. 24

DIX J.

Stamps, &amp;c., for the Year ended June 30, 1904.

## ISSUES.

Denominations.	Issued to Postmasters during the year.	Stamps, &c., destroyed, as unfit for use.	Stamps, &c., on hand June 30, 1904.	Total number of Stamps, &c., thus accounted for.	Amount accounted for.	Value of the issue to Postmasters during the year.
					\$ cts.	\$ cts.
½c. postage stamps.....	526,300	544	476,800	1,003,644	5,018 22	2,631 50
1c. ".....	76,427,500	25,911	13,536,200	89,989,611	899,896 11	764,275 00
2c. ".....	193,916,100	57,880	27,709,800	221,683,780	4,433,675 60	3,878,322 00
3c. ".....		516		516	15 48	
5c. ".....	5,199,250	4,503	310,550	5,514,303	275,715 15	259,962 50
7c. ".....	2,314,450	1,635	295,900	2,611,985	182,838 95	162,011 50
10c. ".....	880,475	204	40,100	920,779	92,077 90	88,047 50
20c. ".....	176,750	45	33,550	210,345	42,069 00	35,350 00
50c. ".....	28,575	201	271,050	299,826	149,913 00	14,287 50
10c. special delivery stamps...	50,115	211	49,010	99,336	9,933 60	5,011 50
2c. stamp books.....	583,539	235	29,617	613,391	153,347 75	145,884 75
\$3 Jubilee stamps.....			2,650	2,650	7,950 00	
\$4 ".....			3,050	3,050	12,200 00	
\$5 ".....			2,100	2,100	10,500 00	
1c. post bands.....	430,900	9,372	43,300	483,572	6,044 65	5,386 25
1c. letter cards.....		280		280	2 80	
2c. ".....		147		147	2 94	
3c. ".....		141		141	4 23	
1c. post cards.....	22,249,500	20,621	1,445,000	23,715,121	237,151 21	222,495 00
1c. " advt., 16 on sheet.....	432,000		68,000	500,000	5,000 00	4,320 00
1c. " " 8 on sheet.....	1,262,000		53,000	1,315,000	13,150 00	12,620 00
1c. " " single.....	327,700		14,100	341,800	3,418 00	3,277 00
2c. Postal Union cards.....	42,700	1,454	23,000	67,154	1,343 08	854 00
2c. reply cards.....	166,700	1,647	17,400	185,747	3,714 94	3,334 00
1c. stp. env. at \$1.20 per 100..	141,100	394	21,600	163,094	1,957 12½	1,693 20
2c. " \$2.20 ".....	1,226,500	1,118	51,500	1,279,118	28,140 59½	26,983 00
Totals.....	306,382,154	127,059	44,497,277	351,006,490	6,575,080 33½	5,636,746 20

R. M. COULTER,

*Deputy Postmaster General.*

## APPENDIX J—Continued.

STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the year ended June 30, 1904, as compared with the issue of the preceding fiscal year.

Denominations.	ISSUE, 1903-4.		ISSUE, 1902-3.		INCREASE.		DECREASE.	
	Number.	Value. \$ cts.	Number.	Value. \$ cts.	Number.	Value. \$ cts.	Number.	Value. \$ cts.
1c. postage stamps..	526,300	2,631 50	828,500	4,142 50			302,200	1,511 00
1c. "	76,427,500	764,275 00	71,579,400	715,794 00	4,848,100	48,481 00		
2c. "	193,916,100	3,878,322 00	184,965,900	3,699,318 00	8,950,200	179,004 00		
(b) 5c. "	5,199,250	259,962 50	5,586,450	279,322 50			387,200	19,360 00
(a) 6c. "			100,000	6,000 00			100,000	6,000 00
7c. "	2,314,450	162,011 50	1,104,950	77,346 50	1,209,500	84,665 00		
(a) 8c. "			125,000	10,000 00			125,000	10,000 00
10c. "	880,475	88,047 50	831,375	83,137 50	49,100	4,910 00		
20c. "	176,750	35,350 00	151,350	30,270 00	25,400	5,080 00		
50c. "	28,575	14,287 50	24,275	12,137 50	4,300	2,150 00		
10c. special delivery stamps.	50,115	5,011 50	44,085	4,408 50	6,030	603 00		
2c. stamp books.	583,539	145,384 75	459,394	114,848 50	124,145	31,036 25		
1c. post bands.	430,900	5,386 25	384,800	4,810 00	46,100	576 25		
1c. post cards.	22,249,500	222,495 00	22,071,500	220,715 00	178,000	1,780 00		
1c. " advertising, 16 on sheet.	432,000	4,320 00	352,000	3,520 00	80,000	800 00		
1c. " " single.	1,952,000	12,620 00	992,000	9,920 00	270,000	2,700 00		
1c. " Postal Union cards.	327,700	3,277 00	259,600	2,596 00	68,100	681 00		
2c. reply cards.	42,700	854 00	36,600	732 00	6,100	122 00		
1c. stamped envelopes.	166,700	3,334 00	149,400	2,988 00	17,300	346 00		
1c. " "	141,100	1,693 20	118,500	1,422 00	22,600	271 20		
2c. " "	1,226,500	26,983 00	1,001,100	22,024 20	225,400	4,958 80		
Totals	306,382,154	5,636,746 20	291,166,179	5,305,452 70	16,130,375	368,164 50	914,400	36,871 00

(a) Last issue, Sept. 4, 1902. (b) Decrease due to the introduction and growing use (for registration purposes) of the 7 cent stamp.

Increase in number of pieces issued. 15,215,975  
Increase in value of issue. \$ 331,293 50

E. P. STANTON,  
Superintendent, Postage Stamp Branch.

R. M. COULTER,  
Deputy Postmaster General.

APPENDIX K

TRANSACTIONS

OF THE

POSTAL STORES BRANCH





## APPENDIX K

# POSTAL STORES

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

<i>Printing, Binding, Lithographing, &amp;c.</i>		\$	cts.
King's Printer's Accounts ( <i>Inside Service.</i> )	.....	12,581	38
" " ( <i>Outside Service.</i> )	.....	37,651	86
<i>Stationery.</i>			
Stationery Office Accounts ( <i>Inside Service.</i> )	.....	7,420	50
" " ( <i>Outside Service.</i> )	.....	16,637	49
Mail bags, mail locks, &c.	.....	29,302	76
Stamping material, scales and weights, &c.	.....	18,288	87
Street letter boxes and miscellaneous items of post office expenditure	.....	6,184	46
Letter carriers' uniforms, &c.	.....	17,253	69
Total	.....	145,321	01

NOTE :—

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1903, to June 30, 1904, amounted to the sum of.....	79 75
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to.....	55 60
Total	135 35

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## APPENDIX K—Continued.

STATEMENT showing the balance in stock June 30, 1903, the balance carried forward June 30, 1904, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper* and *Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1903 to June 30, 1904.

	Forms.	Envelopes	Books and Pam- phlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscel- laneous.	Value.
							\$ cts.
Balance in stock, June 30, 1903...	8,488,122	1,956,835	71,851	6,180,932	119,310		19,307 62
Received from King's Printer . .	14,406,840	4,114,322	118,471	13,172,936	159,452	57,254	50,233 24
Total.....	22,894,962	6,071,157	190,322	19,353,868	278,762	57,254	69,540 86
Issued to Inside Service....	1,041,580	1,357,300	14,042	44,036	78,260	7,728	12,680 00
" Outside Service.....	13,763,272	2,784,977	100,842	15,567,690	128,853	45,526	37,960 86
Total.....	14,804,852	4,142,277	114,884	15,611,726	207,113	53,254	50,640 86
Balance in stock, June 30, 1904...	8,090,110	1,923,880	75,438	3,742,142	71,649	4,000	18,900 00

STATEMENT showing the number of *Forms, Envelopes, Books, Labels, Sheets of Writing Paper*, and *Miscellaneous Articles* specially printed, and issued from stock, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

	Forms.	Envelopes	Books and Pam- phlets.	Tags, Cards and Labels.	Writing Paper (Sheets)	Miscel- laneous.	Value.
							\$ cts.
Inside Service, from stock....	464,203	1,124,800	1,375	40,310	61,500	6,304	5,169 92
" special printing....	577,377	232,500	12,667	3,726	16,760	1,424	7,510 08
Total.....	1,041,580	1,357,300	14,042	44,036	78,260	7,728	12,680 00
Outside Service, from stock'.....	13,551,662	2,769,977	99,300	10,096,090	128,661	45,458	33,774 27
" special printing..	211,610	15,000	1,542	5,471,600	192	68	4,186 59
Total.....	13,763,272	2,784,977	100,842	15,567,690	128,853	45,526	37,960 86
Total issue from stock to Inside and Outside Service.....	14,015,865	3,894,777	100,675	10,136,400	190,161	51,762	38,944 19
Total special printing for Inside and Outside Service.....	788,987	247,500	14,209	5,475,326	16,952	1,492	11,696 67
Grand total.....	14,804,852	4,142,277	114,884	15,611,726	207,113	53,254	50,640 86



SESSIONAL PAPER No. 24

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1903, the balance carried forward, June 30, 1904, and the Quantity and Cost of Articles of Stationery obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

	Baskets, New and Repaired.	Pads, Blotting and Desk.	Books and Pamphlets.	Copying Material.	Directories.	Duplicating supplies.	Rubber Bands (boxes).	Envelope Openers and Dampers.	Erasers.	Files for Papers, &c.	Gum Arabic (lbs.)	Ink (Bottles, Pellets, &c.)	Inkstands.	Knives.	Labels, &c.	Lead Pencils, Leads, &c.	Mucilage (Bottles and Brushes).	Paper Bands.	Blotting Paper (sheets).	Wrapping Paper (sheets).
Balance in stock, June 30, 1903.	139	132	2,128	4,604	258	236,520	1,277	57	1,348	20,553	171	979	220	462	13,879	29,635	741	40,300	35,005	295,304
Stationery received during year.																				
Total.....	139	132	2,128	4,604	258	236,520	1,277	57	1,348	20,553	171	979	220	462	13,879	29,681	741	40,300	35,005	295,304
Issued to the Inside Service...	16	28	795	2,490	89	235,091	463	30	874	20,295	95	318	49	27	8,244	2,750	282	40,300	17,546	102,739
" Outside Service..	123	104	1,333	2,114	169	1,429	814	27	474	258	76	661	171	435	5,635	26,760	459		17,459	192,565
Total issue.....	139	132	2,128	4,604	258	236,520	1,277	57	1,348	20,553	171	979	220	462	13,879	29,510	741	40,300	35,005	295,304
Balance in stock, June 30, 1904.																171				

## APPENDIX K—Continued.

## STATIONERY—Concluded.

	Writing Paper (sheets)	Envelopes	Paper Fasteners (boxes)	Pens (Boxes, & Fountain, &c.)	Penholders	Pins (Paper, Wire, &c.)	Rulers	Scissors	Scratch Pads	Sealing Wax (lbs.)	Sponges and Sponge Cups	Stamp Ribbons	Tape (hanks)	Typewriting Machines	Typewriting Sup- plies	Carbon Paper (sheets)	Twine (lbs.)	Wax Bougies	Miscellaneous	Value. \$ cts.
Balance in stock, June 30, 1903.																362		62		16 38
Stationery received during year.	259,274	65,665	22,355	1,786	3,328	1,057	87	163	44	4,661½	960	62	1,599	9	492	57,290	33,408½	757	42,721	24,057 99
Total.	259,274	65,665	22,355	1,786	3,328	1,057	87	163	44	4,661½	960	62	1,599	9	492	57,652	33,408½	819	42,721	24,074 37
Issued to the Inside Service.	168,149	64,215	22,066	452	759	474	29	29	27	1,30½	189	3	1,591	3	215	5,312	819	24	20,356	7,282 10
"    Outside Service.	91,125	1,450	289	1,263	2,569	583	53	134	17	4,304	771	59	8	6	277	46,290	32,557	795	22,365	16,653 87
Total issue	259,274	65,665	22,355	1,715	3,328	1,057	87	163	44	4,434½	960	62	1,599	9	492	51,602	33,376	819	42,721	23,935 97
Balance in stock, June 30, 1904.				71						227						6 050	32½			138 40

SESSIONAL PAPER No. 24

APPENDIX K—Continued.

STATEMENT showing the balance in stock, June 30, 1903, the balance carried forward, June 30, 1904, and the Quantity and Cost of Mail Bags, Mail Locks, &c., obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

	COTTON DUCK BAGS, NEW.			LINEN BAGS, NEW.						SATCHELS AND POUCHES.			MAIL BAGS, REPAIRED, &c.				Patent Slip Label Cases.
	Bar Clamp Lock Fastening.	Bolt and Wax Seal Cup Fastening.	Waterproof Staple and Strap Fastening.	Red Striped Bar Clamp Lock Fastening.	Red Striped, Bolt and Wax Seal Cup Fastening.	Drab Bolt and Wax Seal Cup Fastening.	Cotton Duck and Linen, Newspaper Sacks.	Drab and Yellow, without Fastening.	Seamless Cotton Bags, without Fastening.	Miscellaneous Mail Bags.	Leather Satchels.	Brown Duck Satchels.	Reversible Cotton Duck Pouches.	Leather.	Cotton Duck and Linen.	Satchels and Pouches.	
Balance in stock, June 30, 1903.	19	443	1	25	35	170	13	30	264	2	35	250	96	2,207	250	127	3,516
Received—Purchased or repaired	1,362	111	129		418	418	10	593	600	474	9	364	567	1	44,410	846	9,000
Returned from service and added to stock for reissue.					6			55	9			17			8,045		17 17,067
Total.	19 1,805	112	154	41	588	23	8,261	678	873	474	11	416	817	97	54,662	1,096	720 29,583
Issued to Inside Service				2							1						
" Outside Service.	1,680	49	19	22	536		6,081	579	683	474	10	362	622	4	52,386	901	552 27,368
Total issue.	1,680	49	19	24	536		6,081	579	683	474	11	362	622	4	52,386	901	552 27,368
Balance in stock, June 30, 1904.	19 125	63	135	17	52	23	2,180	99	190			54	195	93	2,276	195	168 2,215



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## APPENDIX K—Continued.

## Quantity and Cost of Mail Bags, Mail Locks, &amp;c.—Concluded.

	MAIL LOCKS.				KEYS FOR MAIL LOCKS.				Parcel Post Hampers, new and repaired.	Mail Catching Posts, new and repaired.	Presses with stationery dies and extra dies, for lead seals.	Lead Seals.	Old Fastenings.	Miscellaneous.	Value.
	Steel Ferrules for Cords.		Patent Steel Clamp Lock.		Obsolete.	International Registered.	Patent Steel Clamp.								
	Obsolete.	International Registered, New and Repaired.	New.	Repaired.											
Balance in stock, June 30, 1903. ....	1,674	21,255	17	168	1,703	4,416	27	447	28	...	...	17,400	8,415	3,944	\$ cts. 8,059 82
Received—Purchased or repaired .....	36,000	...	118	...	6,227	...	...	2,500	6	15	78	120,000	2	464	29,302 76
Returned from service and added to stock for reissue. ....	80	...	5	...	11,251	3	...	89	...	...	...	...	...	...	3,530 00
Total .....	37,754	21,255	140	168	19,181	4,419	27	3,036	34	15	78	137,400	8,417	4,408	40,892 58
Issued to Inside Service.....									6	...	...	...	...	...	5 82
" Outside Service.....	35,888	199	125	168	19,000	51	1	3,034	11	15	78	121,400	2,051	4,408	32,902 76
Total issue. ....	35,888	199	125	168	19,000	51	1	3,034	17	15	78	121,400	2,051	4,408	32,908 58
Balance in stock, June 30, 1904. ....	1,866	21,056	15	...	181	4,368	26	2	17	...	...	16,000	6,366	...	7,984 00

SESSIONAL PAPER No. 24

APPENDIX K—Continued.

STATEMENT showing the balance in stock June 30, 1903, the balance carried forward June 30, 1904, and the Quantity and Cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

	DATED STAMPS.		Brass Crown Seals, New and Repaired.	Numbering Machines, New and Repaired.	Fac-simile Stamps, New and Repaired.	Brass and Rubber, New and Repaired.	Brass Rating and Hand Stamps.	REVOLVING CANCELLORS.		Wooden Boxes and Mtl- lers for Stamping Sets.	Stamping Pads, New and Repaired.	Fountain Pads.	POSTMARKING AND CANCELLING INK.			Bottles for Rubber Stamps, &c.
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gills.	
Balance in stock, June 30, 1903						46	1,735		72		24		37	18	89	
Received—Purchased or repaired	748	110	130	10	12	413	2,554	125		3,500	3,672	324	324		6,400	137
Returned from service and added to stock for reissue							181		1	58	37				6	
Total	748	110	130	10	12	459	4,470	125	73	3,558	3,733	324	361	18	6,495	137
Issued to the Inside Service																
"    Outside Service	748	110	130	10	12	459	3,096	125	36	3,361	3,635	324	360	1	6,350	137
Total issue	748	110	130	10	12	459	3,096	125	36	3,361	3,635	324	360	1	6,350	137
Balance in stock, June 30, 1904							1,374		37	197	98		1	17	145	

APPENDIX K—Continued.  
Stamping Material, Scales and Weights, &c.—Concluded.

	Type.		Scales.						Extra Weights.	Rubber Stamping Cushions, Large and Small.	Rental of Mail Marking Machines.	Brushes for Cleaning Dated Stamps.	Wooden Boxes for Ink.	Miscellaneous.	Value.
	Figures.	Months, &c.	Letter (16 oz.)		Parcel (12 lb.)		Plat- form, &c.								
			New.	Repaired, &c.	New.	Repaired, &c.	New.	Repaired, &c.							
Balance in stock, June 30, 1903.	3,497	2,749	...	66	...	1	...	6	599	72	...	14	156	7	1,818 43
Received—Purchased or repaired.	16,821	1,636	143	350	79	101	38	3	125	704	48	...	1,400	12	18,288 87
Returned from service and added to stock for reissue	...	...	...	11	...	...	3	...	675	8	...	...	1,361	...	282 06
Total	20,318	4,385	143	427	79	102	41	3	1,399	784	48	14	2,917	19	20,389 36
Issued to the Inside Service.	...	...	...	...	...	4	...	...	...	...	...	...	...	...	26 00
" Outside	17,526	2,724	143	418	79	85	40	3	656	694	48	7	2,853	12	19,095 35
Total issue.	17,526	2,724	143	418	79	89	40	3	656	694	48	7	2,856	12	19,121 35
Balance in stock, June 30, 1904	2,792	1,661	...	9	...	13	1	2	743	90	...	7	61	7	1,268 01





STATEMENT showing the balance in stock, June 30, 1903, the balance carried forward, June 30, 1904, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1903, to June 30, 1904.

	Cloth for Letter Carriers Uniforms.	Overcoats and Pea-jackets.	Tunics.		Trousers.		Monograms, Large and Small.		Brass Buttons and Numbers.		Oilskin Capes.		Helmets.		Caps.		Fur Collarettes.		Chamois Vests.		Waistbelts.		Leggings.		Leather Boots.		Rubber Boots.		Moccasins.		Button Sticks and Brushes.		Lamps.		Miscellaneous.		Value.
			Cloth.	Serge.	Cloth.	Serge.									Cloth.	Fur.																				\$	cts.
Balance in stock June 30, 1903.	535½	21	25	24	11	15	2,212	144	5,132	129	44	3	134	2	1	8	14	8	1	7	93	21	30	2,891	76												
Purchased.	3,571½	269	277	522	456	529	576	125	6,048	225	382	361	196	13	13	100	120	1,045	28	177	72	24	4	17,253	69												
Returned from service and added to stock for reissue.	113½	7	8	12	15	11	464	12	4,132	16	25	16	14	5	5	10	5	22	...	9	12	1	...	800	08												
Total.	4,219½	297	310	558	482	555	3,252	281	15,312	370	451	374	344	23	19	118	139	1,075	29	193	177	46	34	20,945	53												
Issued.	4,061½	272	281	533	461	539	2,189	181	11,891	287	345	347	207	17	16	103	110	1,055	28	177	161	21	4	18,333	32												
Balance in stock, June 30, 1904.	158½	25	29	25	21	16	1,663	100	5,511	83	106	7	137	3	3	15	29	20	1	16	16	25	30	2,612	21												

SIDNEY SMITH,

*Controller of Postal Stores.*

R. M. COUJTER,

*Deputy Postmaster General.*

## APPENDIX L

# RAILWAY MAIL SERVICE



## APPENDIX L.

## RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894-95, 1895-96, 1896-97, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03 and 1903-04.

Year.	Salaries.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.
1894-95 .....	292,317 58		
1895-96 .....	301,118 51	8,800 93	
1896-97 .....	297,313 21		3,805 30
1897-98 .....	276,075 49		21,237 72
1898-99 .....	276,108 02	32 53	
1899-00 .....	283,551 46	7,443 44	
1900-01 .....	294,219 59	10,668 13	
1901-02 .....	298,148 31	3,928 72	
1902-03 .....	301,973 83	3,825 52	
1903-04 .....	321,250 19	19,276 36	

Year.	Mileage.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.
1894-95 .....	104,639 58		
1895-96 .....	109,779 61	5,140 03	
1896-97 .....	111,107 61	1,328 00	
1897-98 .....	107,156 46		3,951 17
1898-99 .....	108,050 85	894 39	
1899-00 .....	114,910 59	6,859 74	
1900-01 .....	120,660 60	5,750 01	
1901-02 .....	120,994 46	333 86	
1902-03 .....	122,213 93	1,219 47	
1903-04 .....	120,185 33	6,971 40	

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1, 1880 .....	190
" 1885 .....	290
" 1890 .....	372
" 1895 .....	421
" 1896 .....	414
" 1897 .....	385
" 1898 .....	374
" 1899 .....	373
" 1900 .....	397
" 1901 .....	398
" 1902 .....	403
" 1903 .....	406
" 1904 .....	430

## APPENDIX L—Continued.

COMPARATIVE STATEMENT showing number of Railway Mail Clerks, Transfer Agents and Train Porters in the employ of this Branch, on June 30, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903 and 1904.

	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.
Superintendents.....	9	9	9	9	9	9	9	9	9
Railway mail clerks.....	355	333	328	331	337	372	380	383	409
Temporary.....	34	31	25	21	39	5	4	4	2
Mail transfer agents.....	10	7	7	7	7	12	10	7	6
Temporary.....	6	5	5	5	5				
Train porters.....								3	4
Total.....	414	385	374	373	397	398	403	406	430

In addition to the above there is a staff consisting of two first-class clerks, nine senior second class clerks, three junior second class clerks, two senior third class clerks, five junior third class clerks, four fourth class clerks and one temporary clerk, making a total of twenty-six, belonging to the outside service of the department, assisting the superintendents in their offices.

## CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03 and 1903-04.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November, 1898. ....	353,563	289,156	81·78	298	1,186
" 1899.....	357,426	316,804	88·63	305	1,172
" 1900.....	403,063	359,700	89·24	338	1,192
" 1901.....	453,962	419,492	92·40	330	1,375
" 1902.....	438,252	405,256	92·47	346	1,266
" 1903.....	456,709	430,975	94·37	349	1,308

The percentage of correct distribution still keeps going up which demonstrates that the staff is endeavouring to perfect themselves in their duties thereby insuring a more efficient service.

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## APPENDIX L—Continued.

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03 and 1903-04.

MONTHS.		NUMBER OF		MIS-SENT.				MIS-DIRECTED.				Specials.	Errors Checked against other Em- ployees.
		Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.		
July, 1897	1897	95	175	26	7	1	11	2			3	53	319
August, 1897	1897	125	261	25	1	3	6	1	4			50	890
September, 1897	1897	163	299	19	1	1	2		2		1	40	2,007
October, 1897	1897	183	436	21	4		8				1	51	2,124
November, 1897	1897	103	308	13			6		1		2	47	1,724
December, 1897	1897	159	290	9	3		15	2	1		1	73	1,407
January, 1898	1898	179	380	21			9			3		46	1,257
February, 1898	1898	91	165	12	1	1	7				1	27	1,301
March, 1898	1898	139	229	4	4	1	4				1	41	1,280
April, 1898	1898	125	317	11	1		11	3	4	1	2	47	1,522
May, 1898	1898	106	205	18	3	3	3	1			1	45	1,110
June, 1898	1898	133	210	8		2	2	2			2	35	1,140
Total for fiscal year ended June 30, '98		1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
July, 1898	1898	123	223	10	7	1	17				1	25	1,192
August, 1898	1898	255	672	13	3	4	9	1				47	1,731
September, 1898	1898	168	293	10	2	3	11				1	35	1,982
October, 1898	1898	188	358	14	3	2	8	3		1	1	47	2,564
November, 1898	1898	192	396	17	1	1	9	1	2		2	39	1,903
December, 1898	1898	97	271	17	5	1	15	1		2		37	1,436
January, 1899	1899	140	274	9			4	2				38	1,440
February, 1899	1899	134	293	11	5		6					30	1,634
March, 1899	1899	146	273	20		2	16	1	2			26	988
April, 1899	1899	105	233	10	1		5	3		2	1	16	946
May, 1899	1899	172	267	16	5	2	19		1		1	36	1,774
June, 1899	1899	109	188	20	3	3	5				2	35	1,630
Total for fiscal year ended June 30, '99		1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
July, 1899	1899	135	267	14	4	4	8	1		1		35	1,296
August, 1899	1899	134	246	31	2	6	12			1	1	34	1,096
September, 1899	1899	121	246	19	1	2	9	1	3			25	1,167
October, 1899	1899	89	140	32	2	3	7	4				27	936
November, 1899	1899	118	194	13	6	1	13	1				23	1,247
December, 1899	1899	112	172	24	6		10		1		3	31	931
January, 1900	1900	89	147	13			11	1		2		27	870
February, 1900	1900	93	195	20	3	1	9				2	20	610
March, 1900	1900	132	263	19		1	22		1	2		17	1,311
April, 1900	1900	105	255	14	2		11		3	1	2	14	1,088
May, 1900	1900	123	206	36	2	1	10			1	4	38	1,149
June, 1900	1900	135	224	14	1	2	8					27	923
Total for fiscal year ended June 30, '00		1,386	2,555	249	29	21	130	8	8	8	12	318	12,638



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## APPENDIX L—Continued.

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03 and 1903-04—Continued.

MONTHS.		NUMBER OF		MIS-SENT.				MIS-DIRECTED.				Specials.	Errors Checked against other Employees.
		Incorrect slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.		
July, 1900		122	222	31	3	3	12	1	2			21	1,107
August, 1900		187	416	26	4	5	10				2	20	1,811
September, 1900		191	292	15	3	3	12	2			2	21	938
October, 1900		138	171	22	5	1	2	1				4	797
November, 1900		134	272	34	1	3	8			1	5	44	873
December, 1900		117	164	17	1		10	2	1			42	747
January, 1901		85	205	23			5	3		1	2	26	564
February, 1901		109	164	9	2	3	7		1	1	2	21	522
March, 1901		101	184	14	2	2	2			2	2	34	652
April, 1901		119	205	18	1	1	11	2	3			29	811
May, 1901		110	151	17	6	5	7		1		1	32	891
June, 1901		121	214	14	4	4	11					27	474
Total for fiscal year ended June 30, '01		1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
July, 1901		134	299	11	5	17	7			1		38	726
August, 1901		113	158	23	4	2	5					36	528
September, 1901		111	184	17	2	1	1	1				20	658
October, 1901		119	235	15		1	4				1	39	888
November, 1901		101	157	30			2	4			10	39	705
December, 1901		85	114	16			2	1				39	721
January, 1902		86	141	14	2		11				1	46	706
February, 1902		76	158	3	1	4	1		1			32	649
March, 1902		106	154	23		1	6					23	779
April, 1902		89	136	23			4	1				32	681
May, 1902		61	101	11			3	1				43	455
June, 1902		100	150	15	4		7	3	4			33	595
Total for fiscal year ended June 30, '02		1,181	1,987	201	18	26	53	11	5	1	12	420	8,121
July, 1902		90	175	11		1	29					44	464
August, 1902		89	118	16	3		12	1		1		38	557
September, 1902		77	118	10			5					41	410
October, 1902		79	134	14			3	1				32	504
November, 1902		66	121	10	3	1	3	1				26	570
December, 1902		59	143	13		2	5	1	2	3	2	32	680
January, 1903		44	106	9			8		2			34	790
February, 1903		97	179	18	10	2	3	3				33	1,093
March, 1903		95	157	10			2					38	747
April, 1903		60	104	14	2		6	1	2			43	414
May, 1903		65	115	27	1		3	2	1			34	555
June, 1903		61	112	6		1	4			2		33	376
Total for fiscal year ended June 30, '03		882	1,582	158	19	7	83	10	7	6	2	428	7,160

4-5 EDWARD VII., A. 1905

## APPENDIX L—Continued.

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-1900, 1900-01, 1901-02, 1902-03 and 1903-04—Concluded.

MONTHS.	NUMBER OF		MIS-SENT.				MIS-DIRECTED.				Specials.	Errors Checked against other Employees.
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.		
July, 1903.....	54	90	17	2	3	4	.....	.....	.....	.....	21	938
August, 1903.....	62	114	9	7	2	9	1	.....	.....	.....	35	805
September, 1903.....	48	119	16	1	1	3	.....	.....	2	.....	53	590
October, 1903.....	69	106	23	3	2	5	.....	.....	.....	.....	37	817
November, 1903.....	78	157	14	.....	.....	6	.....	.....	1	.....	45	954
December, 1903.....	111	259	3	1	.....	14	.....	.....	3	.....	30	638
January, 1904.....	69	159	8	.....	2	7	.....	.....	.....	1	40	536
February, 1904.....	53	177	16	1	.....	13	.....	1	.....	14	34	692
March, 1904.....	68	117	10	.....	.....	42	.....	.....	1	.....	37	598
April, 1904.....	60	127	16	5	1	14	3	.....	.....	.....	28	551
May, 1904.....	70	141	9	2	1	6	.....	1	.....	2	42	810
June, 1904.....	56	97	12	1	1	1	.....	.....	3	1	47	653
Total for fiscal year ended June 30, '04	798	1,663	153	23	13	124	4	2	10	18	449	8,582
Total for fiscal year ended June 30, '98	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
" " " '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220
" " " '00	1,386	2,555	249	29	21	130	8	8	8	12	318	12,638
" " " '01	1,534	2,660	240	32	30	97	11	8	5	20	350	10,187
" " " '02	1,181	1,987	201	18	26	53	11	5	1	12	420	8,121
" " " '03	882	1,582	158	19	7	83	10	7	6	2	428	7,160
" " " '04	798	1,663	153	23	13	124	4	2	10	18	449	8,582

SESSIONAL PAPER No. 24

## APPENDIX L—Continued.

## RAILWAY MAIL SERVICE.

During the fiscal years 1903-4, 919·96 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mails were carried on June 30, 1904, of 18,365·5.

The following statement shows the details of such additional service :—

Railway.	Terminal Points.	Distance in Miles.	Service.
Canada Atlantic.....	South Indian—Rockland.....	16·4	Daily. B.C.
Canadian Northern.....	Underhill—Hartney.....	7	Tri-weekly. B.C. (Daily from June 19).
" "	Bowsman—Barrows (Red Deer Jct.).	53·4	Weekly. B.C.
" "	Neepawa Jct.—McCreary Jct. (Addi- tional track mileage).....	15·5	Tri-weekly. P.C.
" "	Atikokan—Port Arthur.....	142·4	" B.C. (Daily from June 19).
" "	Carman Jct.—Carman.....	43·7	Tri-weekly. B.C.
" "	Carman—Roseisle.....	15·3	Semi-weekly. B.C.
Canadian Pacific.....	Arnaud—Emerson.....	17·8	Daily. B.C.
" "	Edrans—Brookdale.....	19	Tri-weekly. B.C.
" "	Yorkton—Sheho.....	42·2	Weekly. B.C.
" "	Perth Centre—Plaster Rock.....	28	Daily. B.C.
" "	Winnipeg—Winnipeg Beach.....	48·2	Tri-weekly. B.C.
" "	Fernie—Coal Creek.....	5	Daily. B.C.
" "	Lardo—Gerrard.....	33·4	Tri-weekly. B.C.
" "	Chater Jct.—Lenore.....	51·1	Semi-weekly. B.C.
" "	Snowflake—Mowbray.....	9·4	" "
" "	Steveston—Vancouver (Hastings Stn)	16	Daily. B.C.
" "	Gracefield—Mamiwaki.....	23	"
" "	Waskada—Lyleton.....	19·3	Tri-weekly. B.C.
Cape Breton.....	St. Peter's—Point Tupper.....	31	Daily. B.C.
Great Northern (Que.).....	Montreal—St. Jerome.....	70·4	"
" (B.C.).....	Gateway—Morrissey.....	42·71	Tri-weekly. B.C.
Halifax and South-Western.....	New Germany—Caledonia.....	23	Daily. B.C.
Intercolonial.....	Rivière Ouelle—and Wharf.....	6·25	"
Midland.....	Truro—Windsor.....	58	" (one way).
New Brunswick Coal & Ry. Co.	Chipman—Minto.....	13	"
Nova Scotia Steel & Coal Co....	Sunny Brae—Ferrona Jct.....	12·5	"
Temiscamingue & New Ontario	North Bay—End of track.....	57	Tri-weekly. B.C.
	Total.....	919·96	



APPENDIX L—*Continued.*

## CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service:—

Railway.	Terminal Points.	Distance in Miles.	Particulars.
Canada Atlantic...	Eganville—Barry's Bay....	31·6	Change from B.C. to P.C. daily.
Canadian Northern	Fort Frances—Port Arthur....	231·3	Increase from tri-weekly to daily B.C.
"	" " Rainy River....	54·5	" "
"	" " Winnipeg—Rainy River. ....	152·9	" "
"	" " Brandon.....	185·9	Increase from tri-weekly to daily P.C.
"	" " Dauphin—Swan River.....	101·7	Increase from semi-weekly to tri-weekly B.C.
"	" " Portage la Prairie—Dauphin..	{ 122·1 143·4 }	Increase from tri-weekly to daily P.C.
Canadian Pacific....	Aroostook Jct.—Edmundston..	57·2	Change from B.C. daily to P.C.
"	Deloraine—Waskada.....	17·2	Increase from semi-weekly to tri-weekly B.C.
"	" " Waskada—Lyleton.....	19·7	" "
"	" " Winnipeg—Yorkton.....	278·5	Increase from tri-weekly to daily P.C.
"	" " Winnipeg—Souris.....	150	Increase from tri-weekly B.C. to tri-weekly P.C.
"	" " " ".....	150	Increase from tri-weekly to daily P.C.
"	" " Binscarth—Russell.....	11·3	Increase from tri-weekly to daily B.C.
"	" " Alameda—Frobisher.....	7·6	" "
"	" " Frobisher—Estevan.....	26·8	Increase from weekly to daily B.C.
"	" " Brandon—Arcola.....	126·3	Increase from tri-weekly to daily B.C.
"	" " Robson—Midway.....	98·8	Change from B.C. to P.C. daily.
"	" " Nelson—Robson.....	28·5	" "
"	" " Dunmore Jct.—Kootenay Ldg.	393·6	Increase from 6 to 7 trips weekly by P.C.
"	" " Brandon—Miniota.....	76·5	Increase from tri-weekly to daily B.C.
"	" " Emerson—Winnipeg.....	63·6	" "
Central (N.S.).....	Lunenburg—Middleton.....	74	Change from B.C. to P.C. daily.
Intercolonial.....	Montreal—Levis.....	162·83	Additional daily B.C. one way.
"	" " " ".....	162·83	Increase from weekly to daily B.C. one way.
New Westminster & Southern.....	New Westminster—Blaine....	24	Increase from tri-weekly to daily B.C.
Ottawa & New York	Ottawa—Cornwall.....	56·7	Change from B.C. to P.C. daily.

NOTE.—In addition to the above the usual variations in mail service, as changes were necessitated, occurred during the fiscal year.

APPENDIX L—*Continued.*

## RAILWAY MAIL SERVICE.

During the year ended June 30, 1904, mail service was established on 919·96 miles of additional lines as follows :—

Name of Railway.	Places between which new railways have been used for mail purposes since June, 1903.	Miles.	Total mileage
Canada Atlantic.....	South Indian and Rockland.....		16·4
Canadian Northern.....	Extension from Underhill to Hartney.....	7	
".....	" Bowsman to Barrows (Red Deer Jct.).....	53·4	
".....	Extension from Atikokan to Port Arthur.....	142·4	
".....	Carman Jct. and Roseisle.....	59	
".....	Additional track mileage between Neepawa Jct. and McCreary Jct. via Neepawa.....	15·5	
Canadian Pacific.....	Extension from Arnaud to Emerson.....	17·8	277·3
".....	" Edrans to Brookdale.....	19	
".....	Perth Centre and Plaster Rock.....	28	
".....	Fernie and Coal Creek.....	5	
".....	Lardo and Gerrard.....	33·4	
".....	Winnipeg and Winnipeg Beach.....	48·2	
".....	Chater Jct. and Lenore.....	51·1	
".....	Steveston and Vancouver (Hastings St.).....	16	
".....	Yorkton and Sheho.....	42·2	
".....	Extension from Snowflake to Mowbray.....	9·4	
".....	" Waskada to Lyleton.....	19·3	
".....	" Gracefield to Maniwaki.....	23	
Cape Breton.....	St. Peters and Point Tupper.....		312·40
Great Northern (Que.).....	Montreal and St. Jerome.....		31
Great Northern (B.C.).....	Gateway and Morrisey.....		70·40
Halifax & South Western.....	New Germany and Caledonia.....		42·71
Intercolonial.....	Rivière Ouelle and Wharf.....		23
Midland.....	Truro and Windsor.....		6·25
New Brunswick Coal & Railway Co.....	Chipman and Minto.....		58
Nova Scotia Steel & Coal Co....	Sunny Brae and Ferrona Jct.....		13
Temiscamingue and New Ontario.....	North Bay and End of Track.....		12·5
	Total.....		57
			919·96

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## APPENDIX L -Continued.

STATEMENT of Distance travelled with Mails on each Railway in Canada during Fiscal Year ended June 30, 1904.

Name of Railway.	Actual Length of Railway in Miles.	SERVICE BY POSTAL CARS.				SERVICE BY BAGGAGE CARS.					Actual Annual Mileage by Postal Cars.	Actual Annual Mileage by Baggage Cars.
		DISTANCE IN MILES.				DISTANCE IN MILES.						
		Daily, includ- ing Sunday.	Six times per week.	Tri-weekly.	Semi-weekly.	Weekly.	Daily, includ- ing Sunday.	Six times per week.	Five times per week.	Tri-weekly.		
Alberta Ry. and Coal Co.	66.5								133.			20,881.
Algonia Central and H. Bay	30.6								61.2			11,383.2
Atlantic and Lake Superior.	98		196.									64,056.
Bay of Quinté	60		208.					80.			32.	63,391.
Boston and Maine	33.75		67.5					81.7			3.55	26,776.5
Brockville, Westport and S.S. Marie	45		90.									28,260.
British Columbia Electric Ry.	12							48.				15,072.
British Yukon	111.2							222.4				43,900.
Canada Atlantic.	400.4		342.2					593.5		12.6		214,386.1
Canada Coals and Ry. Co.	12.							24.				7,536.
Canada Eastern.	120.							318.				99,852.
Canadian Northern	1,160.8			675.9				366.5		992.1	105.7	182,541.1
Canadian Pacific.	8,292.44	7,130.	8,830.	37.4			390.	7,280.	7.	375.	450.	5,358,777.7
Cape Breton	31.							62.				289,346.2
Caracquet	65.							130.				2,407,697.66
Central Ontario.	116.		268.					38.				11,036.
Central Vermont.	106.28		238.24				52.	314.2				40,820.
Cumberland Ry. and Coal Co.	32.							102.5				12,382.
Dominion Atlantic.	217.		434.					198.				102,380.4
Elgin and Havelock.	27.							54.				26,970.
Esquimalt and Nanaimo.	78.		156.									62,172.
Grand Trunk.	2,930.18	172.61	8,230.5				2,451.	6,827.				15,120.
Great Northern (B.C.)	42.71											48,828.
Great Northern (Que.)	154.4							288.6		45.42		3,061,146.35
Halifax and South Western.	97.											2,582,445.9
Halifax and Yarmouth.	50.							100.		100.		8,932.88
H. G. and Beamsville Electric Ry.	10.							40.				63,469.
Hamilton Radial Electric.	12.							24.				25,892.
Hull Electric Ry.	7.33							56.				47,048.
Intercolonial.	1,228.41		4,877.6			150.		2,098.4			307.66	12,560.
												7,536.
												16,295.
												679,934.56
												1,509,888.9



## SESSIONAL PAPER No. 24

[illegible]

APPENDIX L--*Continued.*

DETAIL of service performed by postal and baggage car during the fiscal year  
1903-04.

## POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays.....	7,322·61
Daily, excluding Sundays.....	27,318·06
Tri-weekly.....	713·3
Weekly.....	187·61
	35,541·58

Or when reduced to a daily (except Sunday) basis, 36,249 miles.

## BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays.....	2,969·
Daily, excluding Sundays.....	23,271·55
Five times a week.....	41·
Tri-weekly... .	1,871·32
Semi-weekly.....	655·7
Weekly.....	1,737·96
	30,546·5

Or when reduced to a daily (except Sunday) basis, 28,200 miles.

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## APPENDIX L—Continued.

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to June 30, 1904.

DATE.	Miles of railway in operation on which mails are carried.	Daily service by postal cars. Distance travelled in miles.	Daily service by baggage cars. Distance travelled in miles.	Total distance.	
				Daily.	Yearly.
In June, 1896.....	14,669	28,654	19,153	47,807	14,915,784
" 1895.....	14,463	30,435	20,119	50,554	14,836,735
	206	1,781	966	2,747	79,049
In June, 1897.....	14,779	29,000	19,302	48,302	15,118,526
" 1896.....	14,669	28,654	19,153	47,807	14,915,784
	110	346	149	495	202,742
In June, 1898.....	15,324	29,540	20,855	50,395	15,773,635
" 1897.....	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899.....	15,848	31,000	21,898	52,898	16,132,255
" 1898.....	15,324	29,540	20,855	50,395	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1900.....	16,354	33,514	24,754	58,268	16,743,466
" 1899.....	15,848	31,000	21,898	52,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901.....	16,962	34,695	26,014	60,709	17,625,847
" 1900.....	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	882,381
In June, 1902.....	17,268	35,000	26,712	61,712	18,249,389
" 1901.....	16,962	34,695	26,014	60,709	17,625,847
	306	305	698	1,003	623,542
In June, 1903.....	17,441	35,262	27,340	62,602	18,666,598
" 1902.....	17,268	35,000	26,712	61,712	18,249,389
	173	262	628	890	417,209
In June, 1904.....	18,361	36,249	28,200	64,449	19,756,019
" 1903.....	17,441	35,262	27,340	62,602	18,666,598
	920	987	860	1,847	1,089,421

The additional miles of railway over which mails have been carried since June, 1903, are..... 919·96  
 Less the following decrease since June, 1903 :—

Canadian Northern—Delta Branch Jct. & Oakland.... { 14·1  
 " P. La Prairie & Delta Branch Jct. {

Canadian Pacific—Rapid City & Rapid City Jct..... 3·

Intercolonial—Revision of mileage..... 4·74

— 21·84

Actual increase..... 897·12



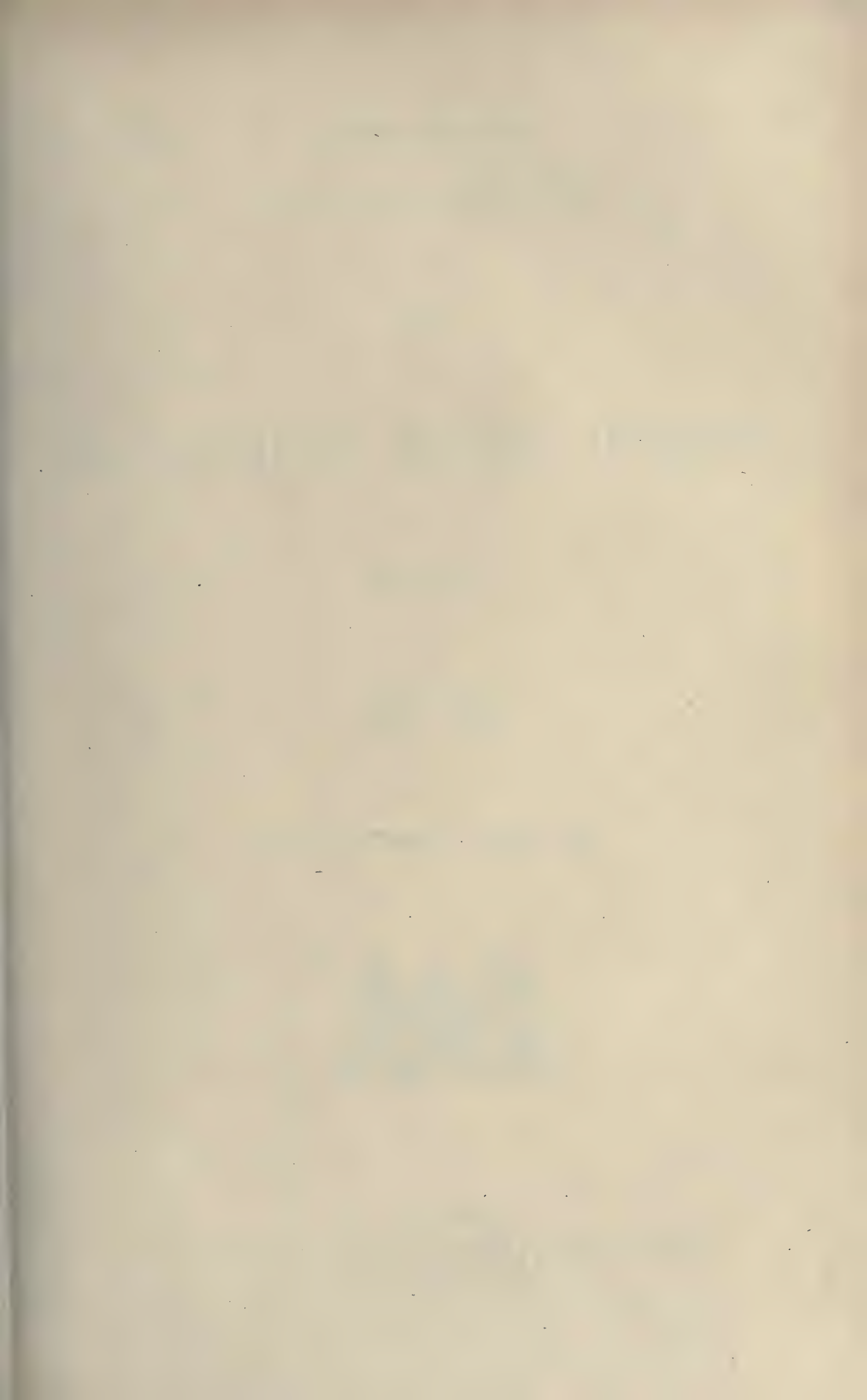
APPENDIX L—*Concluded.*

In addition to the mileage by railway the following mail service by water was performed during the fiscal year :—

District.	Mileage.
British Columbia.....	718,640
Manitoba.....	11,081
Ontario.....	321,860
Quebec.....	172,046
New Brunswick.....	40,992
Nova Scotia.....	59,893
Total.....	1,324,512
Service performed 1902-03.....	1,273,836
" " 1903 04.....	1,324,512
Increase.....	50,676

B. M. ARMSTRONG,  
*Controller, R. M. S.*

R. M. COULTER,  
*Deputy Postmaster General.*







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SESSIONAL PAPER No. 25

A. 1905

# ANNUAL REPORT

OF THE

# DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1903-1904

*PRINTED BY ORDER OF PARLIAMENT*

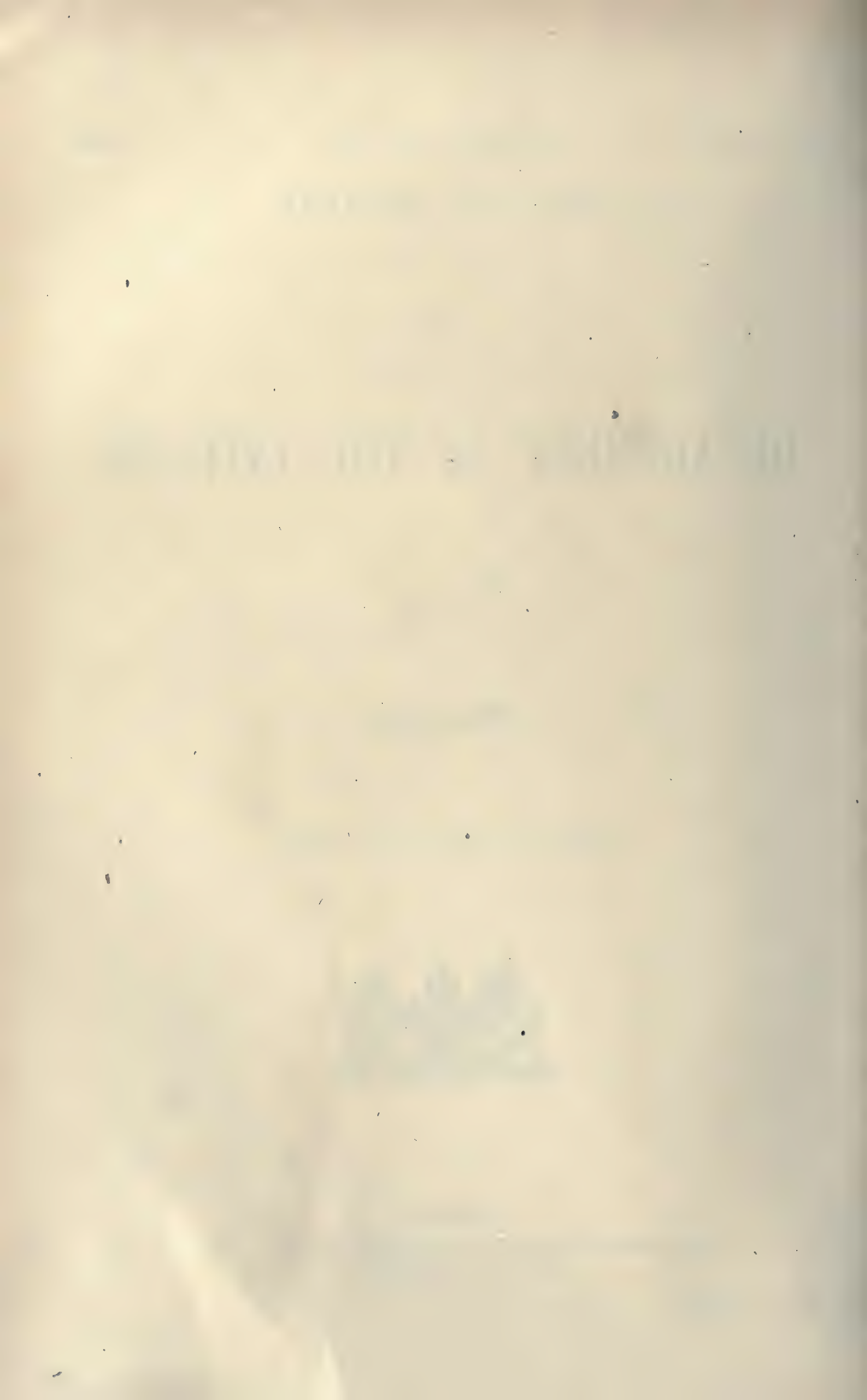


OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1905

[No. 25—1905.]



*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey,  
G.C.M.G., &c., &c., Governor General of Canada:*

MAY IT PLEASE YOUR EXCELLENCY:—

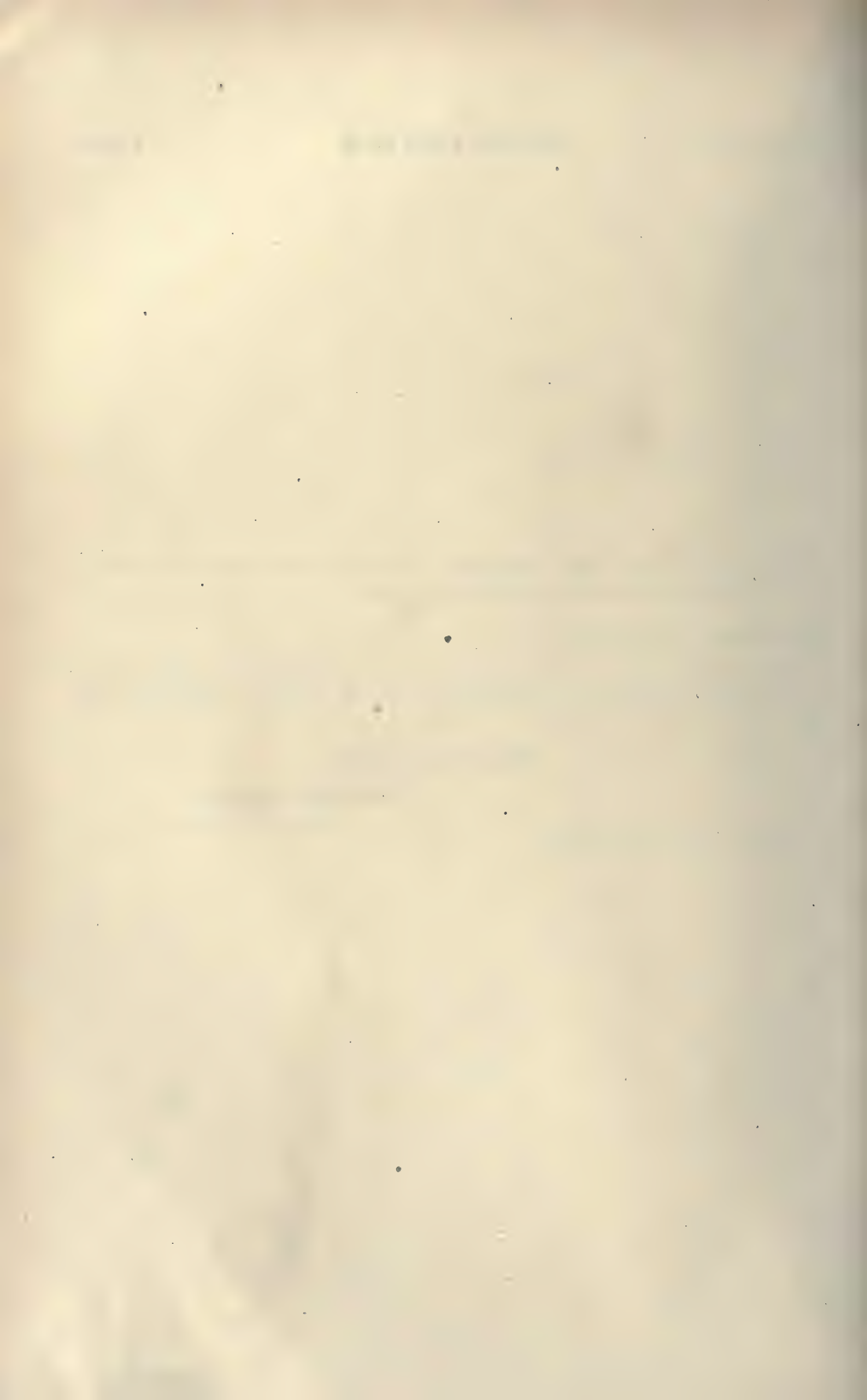
The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal year ending June 30, 1904.

Respectfully submitted,

CLIFFORD SIFTON,  
*Minister of the Interior.*

OTTAWA, November 10, 1904.





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## ANNUAL REPORT

OF THE

## DEPARTMENT OF THE INTERIOR

1903-1904

DEPARTMENT OF THE INTERIOR,

OTTAWA, November 8, 1904.

To the Honourable CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,— I have the honour to submit the thirty-first annual report of the Department of the Interior for the fiscal year ending June 30, 1904.

The chief functions for which the department was created in 1873 were the survey and administration of the public lands in Manitoba and the North-west Territories, as well as all other lands the ownership of which is vested in the Dominion of Canada. In 1891, the management of immigration was assigned to the Department of the Interior as it was felt that the work of administering the vacant lands of the country was so closely connected with their settlement that it would be in the public interest that the two duties should be entrusted to the one department. These functions are amongst the most important of any of those devolving upon any branch of the government service. In older countries, where the great bulk of the land has passed from the control of the state, the administration of the public domain is necessarily of secondary importance, as compared with the development of other interests. This, however, could not apply to Canada, where most of the lands, especially in the western regions, are still vested in the Crown, and under existing conditions upon the proper disposal of such lands must rest very largely the future building up of the country.

The steady increase in the flow of immigration that has been directed towards this country, the interest aroused amongst United States capitalists as to its possibilities, the attention which the wealth of its agricultural and other natural resources



commands to-day in Great Britain, in Europe, and even in some of the most important British colonies, clearly show that Canada has at last emerged from a state of semi-stagnation in which it had remained for so many years, and its future advance, as judged by the remarkable progress of the past few years, must henceforth be by leaps and bounds.

That Canada, however, should be a nation of fifteen or twenty million inhabitants within a comparatively few years—and there are strong grounds for such belief from present indications—is a consummation to be sincerely wished for, but the question of number, desirable as it may be, is not the chief result aimed at by the department. The social character of the people that are being added to our population, and their adaptability to become loyal, prosperous and contented Canadians, is considered to be a matter of far greater moment. In this endeavour, I am glad to say, the department has been highly successful, as a careful analysis of the result of the work, both as regards the number of new arrivals and the desirable classes to which they belong will amply testify.

#### NEW APPOINTMENTS.

Mr. J. W. Greenway, of Winnipeg, was appointed Commissioner of Dominion Lands, on March 23, 1904, in lieu of Mr. J. G. Turriff, who resigned from this office on the 10th of the previous month.

Mr. Greenway had, for several years previous to his appointment, been engaged, under the direction of the department, in connection with the inspection and sale of school lands in Manitoba and the North-west Territories, and the knowledge which he thus gained as to the conditions and requirements of the country, coupled with his official training and long residence in western Canada would appear to especially fit him for the important duties attaching to his present office.

I wish also to record the appointment, on February 1, 1904, of Mr. R. E. Young, Dominion Land Surveyor, to the position of Superintendent of Railway and Swamp Lands. Mr. Young had since March 23, 1901, been in the employ of the department, his duties consisting chiefly in the examination of the title to lands held by railway companies who have received land subsidies from the government. Although a large proportion of these lands had been earned and finally accepted by the companies mentioned, no method had been devised and adopted for the prompt transfer of the same, and it was felt that it was in the interest of the country that the matter should be closed without further delay. Mr. Young was selected for the work, and as a result of the systematic and efficient methods which he employed in carrying out the same, the great bulk of these railway lands have to-day been patented. There still remains, however, a number of cases which require careful investigation before being disposed of, and in view of the fact that the supervision of this class of land, which involves millions of acres of the public domain, is one of very great importance, it has been felt that a special chief officer should be regularly appointed to have full charge of the matter under the direction of the department. Mr. Young, the present incumbent of the office, is a surveyor of very high standing, and his technical and profes-

## SESSIONAL PAPER No. 25

sional qualifications are such as to insure the proper administration of the new office. It may be mentioned further, that to these duties have been added those of supervising the examination and transfer of swamp lands to the province of Manitoba, as it is considered that the superintendent will be in a position to give this matter the attention that it demands, and thus expedite the transfer of these lands to the province once they have been selected by the Commissioners.

Mr. A. J. Fraser, for many years agent of Dominion Lands at Lethbridge, N.W.T., was on the 19th of November, 1903, transferred to the office of the Commissioner of Dominion Lands at headquarters, and Mr. J. W. Martin, of the Winnipeg office, was on the same date appointed agent at Lethbridge.

Mr. James E. Peaker, of Yorkton, Assa., was on the 25th of January, 1904, appointed agent of Dominion Lands at that point, in lieu of Mr. John McTaggart.

I wish also to place on record the appointment, on the 23rd of February last, of Dr. P. H. Bryce, as Chief Medical Inspector for the Departments of the Interior and Indian Affairs.

In view of the policy inaugurated some time ago of submitting to a careful medical examination, all immigrants arriving at ocean seaports, with a view to the exclusion of all subjects who might, through infectious or loathsome diseases, or other cause, be considered undesirable additions to the population, it became imperative to provide for the organization of a staff of medical inspectors at the ports of arrival, acting under the supervision of a chief officer personally responsible for the proper enforcement of the regulations in that behalf. Dr. Bryce, who for years had been secretary of the Provincial Board of Health of the province of Ontario, and who in that capacity had brought this branch of the provincial service to its well-known high state of perfection, was appointed to the position of chief medical inspector. Although he has only entered upon the performance of his new duties within a comparatively short time, the service, under his control, has been established on a practical business footing, and the machinery now provided for the inspection of immigrants is working in a most satisfactory way.

## DEATHS.

I regret to have to report the deaths of three respected officials, who had for many years been members of the inside service of the department, namely, of Messrs. Frank Clayton, C. C. Rogers and R. E. Rauscher.

Mr. Clayton, although still comparatively young, was one of the oldest employees of the department, having first entered the service as clerk in the Dominion Lands Branch, under the Department of the Secretary of State, on the 5th of April, 1872. At the time of his death, Mr. Clayton held the position of keeper of survey records, a position which he had occupied since the 1st of June, 1882. He died on the 21st of October, 1903.



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Mr. Rogers had first entered the service in the month of September, 1870, and at the time of his death was charged with the custody of the printed records of the department. He died on the 18th November, 1903.

Mr. Rauscher, who was a Dominion Lands Surveyor by profession, had been in the employ of the government since the 1st September, 1869. He was attached to the Patent Branch of the department, the services of a technical officer in the line of his profession being required in that office in connection with the preparation and recording of township and other plans of survey. Mr. Rauscher died on the 18th February, 1904.

These deceased officials had by their long and faithful services earned the respect and friendship of their fellow-employees, and their demise has therefore caused heartfelt regrets amongst the officials of the department.

I regret also to report three deaths in the outside service of the department, namely, that of Mr. T. W. Fisher, of the Winnipeg Land Office, who died on the 27th November, 1903; Mr. Thomas Coyle White, son of the late Honourable Thomas White, a clerk in the Crown Timber Office at New Westminster, whose death occurred on the 17th February, 1904, and that of Mr. George Lang, an official of the Forestry Branch, resident at Indian Head, who died on the 15th March, 1904.

STATEMENT showing Gross Revenue (Cash and Scrip) received from all sources during the Fiscal Year 1903-1904, compared with the Receipts of previous Fiscal Year, 1902-1903.

Revenue.	Fiscal year 1903-1904 Cash and Scrip	Fiscal Year 1902-1903 Cash and Scrip	Increase.	Decrease.	Total net decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion Lands.....	1,681,824 70	1,890,886 83	.....	209,062 13	.....
School Lands.....	233,769 62	392,206 93	.....	158,437 31	.....
Seed Grain.....	26,122 30	28,789 97	.....	2,667 67	.....
Ordnance Lands.....	30,494 34	17,612 79	12,881 55	.....	.....
Fines and Forfeitures.....	5,911 92	5,220 88	691 04	.....	.....
Registration Fees.....	109,233 73	81,404 18	27,829 55	.....	.....
Casual Revenue.....	3,402 94	2,230 26	1,172 68	.....	.....
	2,090,759 55	2,418,351 84	42,574 82	370,167 11	327,592 29



## SESSIONAL PAPER No. 25

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to June 30, 1904.

Fiscal Year.	Homestead Fees.	Preemption Fees.	Improvements.	SALES.		Map sales, Office and Registration Fees, &c.	Surveyor's Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation & Sundry Fees.	Timber Dues.
	\$	\$	\$	Cash.	Scrp.	\$	\$	\$	\$	\$
1872-73.	6,960 00			19,170 20						109 25
1873-74.	7,310 00			19,834 75				125 50		2,710 55
1874-75.	11,510 00			13,666 90		129 00				2,335 25
1875-76.	4,680 00			3,478 94	320 00					387 00
1876-77.	2,250 00			1,085 86	134,955 16	4 00		100 00	40 00	320 00
1877-78.	14,540 00			2,794 86	120,150 54		180 00		290 00	1,620 00
1878-79.	17,690 00			4,498 39	210,904 84	81 00	310 00	13 70	410 00	325 00
1879-80.	41,255 00			45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46
1880-81.	20,450 00	10,801 75		71,170 17	70,828 30	985 40	420 00	37 58		32,028 34
1881-82.	54,155 00	39,843 90	269 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		58,753 14
1882-83.	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		90,066 46
1883-84.	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,706 53	1,713 45	147,988 10
1884-85.	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,621 82	370 00	50,068 57	2,685 00	87,474 99
1885-86.	26,110 00	14,371 00	1,101 50	76,140 41	43,875 60	1,339 34	360 00	20,070 00	5,025 00	64,820 31
1886-87.	19,614 00	6,887 93	1,971 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,111 74
1887-88.	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 53	94,964 55
1888-89.	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,402 50	90,230 00
1889-90.	35,920 00	8,580 00	3,202 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95
1890-91.	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71
1891-92.	46,994 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35
1892-93.	37,689 74		7,113 50	98,671 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,865 24
1893-94.	36,462 26		3,497 76	53,254 71	27,840 96	973 11	40 00	13,457 09	11,097 00	81,230 51
1894-95.	29,664 88		37,293 71	23,269 62	695 99	6,271 77		6,271 77	6,810 50	74,079 20
1895-96.	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	8,527 50	68,992 82
1896-97.	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	10,042 00	119,313 78
1897-98.	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	20 00	21,242 66	13,549 50	155,360 63
1898-99.	58,235 00		4,297 62	116,598 35	21,807 58	1,262 05	20 00	75,085 95	14,937 00	236,345 82
1899-1900.	72,690 00		8,835 81	103,247 58	88,756 22	1,258 85	190 00	38,072 54	12,722 00	209,399 32
1900-1901.	79,910 00		5,213 32	40,360 93	326,270 03	3,874 14	165 00	70,970 54	663 00	207,790 90
1901-1902.	144,425 00		8,481 46	66,950 21	169,767 13	5,792 96	370 00	71,997 30	595 00	470,916 93
1902-1903.	320,409 65		11,829 08	155,507 59	188,452 66	5,911 96	365 00	125,158 56	1,081 00	397,344 33
1903-1904.	255,772 36		15,119 47	196,750 15	188,452 66	5,549 13	463 50	81,550 46		
	1,651,488 99	206,741 01	115,717 72	4,091,521 78	3,648,026 40	51,871 54	7,468 50	797,050 26	218,857 78	3,137,051 10

\* Including Scrp.

DEPARTMENT OF THE INTERIOR

4-5 EDWARD VII., A. 1905

STATEMENT showing Receipts on Account of Dominion Lands from July 1, 1872, to June 30, 1904—Concluded.

Fiscal Year.	GRAZING LANDS.				HAY PERMITS, MINING, STONE QUARRIES, &c.				Rocky Moun- tains Park of Canada.				COLONIZATION LANDS.		Gross Revenue.		Refunds.		Net Revenue.	
	Cash.		Scrip. &c.		Cash.		Scrip.		Cash.		Scrip.		Cash.	Scrip.	\$	cts.	\$	cts.	\$	cts.
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.								
1872-73															26,239 45				26,239 45	
1873-74															29,980 80				29,980 80	
1874-75															27,641 15				27,641 15	
1875-76															8,865 94				8,865 94	
1876-77															140,755 02				140,755 02	
1877-78															139,584 40				139,584 40	
1878-79															234,732 93				234,732 93	
1879-80															206,801 37				206,801 37	
1880-81															206,990 54				206,990 54	
1881-82	2,245 00														1,805,734 87				1,805,734 87	
1882-83	22,844 43														1,031,403 60				1,031,403 60	
1883-84	11,370 60														1,001,776 67				1,001,776 67	
1884-85	17,089 75														451,564 65				451,564 65	
1885-86	29,562 51														487,973 95				487,973 95	
1886-87	14,242 77														588,532 80				588,532 80	
1887-88	5,922 47														19,543 16				19,543 16	
1888-89	2,207 69														569,986 08				569,986 08	
1889-90	1,305 57														594,088 04				594,088 04	
1890-91	3,079 55														462,536 26				462,536 26	
1891-92	3,726 80														7,195 27				7,195 27	
1892-93	6,380 80														460,990 76				460,990 76	
1893-94	5,740 79														452,151 08				452,151 08	
1894-95	5,353 72														392,324 43				392,324 43	
1895-96	7,071 86														2,321 87				2,321 87	
1896-97	4,715 01														202,983 10				202,983 10	
1897-98	4,728 58														250,069 12				250,069 12	
1898-99	5,245 88														4,544 01				4,544 01	
1899-1900	8,382 86														227,694 93				227,694 93	
1900-1901	4,726 28														15,010 54				15,010 54	
1901-1902	7,292 46														206,853 57				206,853 57	
1902-1903	13,913 33														1,009,741 63				1,009,741 63	
1903-1904	19,790 27														1,584,328 32				1,584,328 32	
															32,296 39				32,296 39	
															23,062 28				23,062 28	
															1,503,743 00				1,503,743 00	
															1,874,159 09				1,874,159 09	
															18,368 85				18,368 85	
															27,165 55				27,165 55	
															1,893,366 99				1,893,366 99	
															21,519 84				21,519 84	
															36,721 75				36,721 75	
															389,949 33				389,949 33	
															21,175,618 93				21,175,618 93	
															30,460 50				30,460 50	
															857,461 08				857,461 08	
															*57,254 45				*57,254 45	
															360 00				360 00	
															219,415 24				219,415 24	
															5,877,933 60				5,877,933 60	
															206,938 98				206,938 98	



## SESSIONAL PAPER No. 25

STATEMENT showing yearly the Gross Revenue (in cash only) received from all sources during the seventeen years ending June 30, 1904.

Fiscal Year.	Dominion Lands (Cash).		School Lands.		Seed Grain.		Ordnance Lands.		Fines and Forfeitures.		Registration Fees.		Casual Revenue.		Total.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1887-1888.....	223,360	73	42,045	11	.....	.....	36,239	88	1,267	05	7,212	02	372	79	310,497	58
1888-1889.....	243,046	84	52,354	94	20,146	13	42,072	07	739	25	6,543	53	1,075	36	371,978	12
1889-1890.....	224,770	16	45,188	57	5,017	44	23,921	61	958	75	8,866	39	261	63	314,984	55
1890-1891.....	268,751	35	38,826	33	3,385	60	54,229	69	1,595	02	10,866	65	627	81	380,282	45
1891-1892.....	337,106	07	136,131	80	5,957	65	42,360	80	788	92	9,302	11	532	14	532,179	49
1892-1893.....	303,550	86	82,615	22	5,866	21	33,776	90	777	00	10,750	38	1,331	96	438,668	53
1893-1894.....	214,540	30	47,574	11	2,339	16	22,318	20	864	15	10,358	02	1,982	04	299,975	98
1894-1895.....	171,085	48	47,665	10	2,752	56	22,645	97	693	85	9,811	77	875	36	255,530	09
1895-1896.....	174,509	38	56,584	32	8,748	05	17,550	28	502	00	8,737	87	1,920	66	268,552	56
	2,160,721	17	548,985	50	62,212	80	361,115	40	8,185	99	82,448	74	8,979	75	3,172,649	35
1896-1897.....	187,424	19	24,292	43	9,887	13	9,831	27	1,316	00	8,997	24	2,683	05	244,431	31
1897-1898.....	980,313	10	52,410	82	12,351	71	22,537	17	529	06	14,263	50	2,620	91	1,082,666	28
1898-1899.....	1,563,020	74	41,249	77	12,388	69	12,349	65	2,801	03	19,220	73	3,664	00	1,653,651	52
1899-1900.....	1,410,883	48	220,874	78	15,271	84	11,043	53	1,452	92	21,751	90	3,937	77	1,684,942	45
1900-1901.....	1,533,197	07	48,049	83	15,711	63	14,604	47	1,977	96	33,979	77	1,587	57	1,649,108	30
1901-1902.....	1,254,333	56	193,410	75	20,293	06	16,967	36	1,955	61	50,854	99	3,900	62	1,541,715	95
1902-1903.....	1,716,597	20	392,206	93	28,789	97	17,612	79	5,220	88	81,404	18	2,230	26	2,244,062	21
1903-1904.....	1,478,106	33	233,769	62	26,122	30	30,494	34	5,911	92	109,233	73	3,402	94	1,887,041	18
	10,123,875	67	1,206,264	93	140,816	33	135,440	58	21,165	38	339,706	04	20,350	27	11,987,619	20
	12,284,596	84	1,755,250	43	203,029	13	436,555	98	29,351	37	422,154	78	29,330	02	15,160,268	55



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STATEMENT of Receipts of Dominion Lands Revenue for the fiscal year ended June 30, 1904, compared with the Receipts for the previous fiscal year 1902-1903.

(NET CASH REVENUE.)

Particulars.	1903-1904.	1902-1903	Increase.	Decrease.	Net Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Homestead Fees.....	255,772 36	320,409 65		64,637 29	
Improvements.....	15,119 47	11,829 04	3,290 39		
General Sale of Lands.....	196,750 15	155,507 59	41,242 56		
Map sales, office fees, &c.....	5,549 13	5,911 96		362 83	
Timber Dues.....	397,344 33	470,916 93		73,572 60	
Grazing Lands.....	19,790 27	13,911 73	5,878 54		
Coal Lands.....	510 90	375 65	135 25		
Hay Permits.....	2,245 20	1,991 09	254 11		
Mining Fees.....	145,975 14	201,019 90		55,044 76	
Hydraulic Leases.....	10,383 11	12,467 39		2,084 28	
Dredging Leases.....	1,703 11	6,192 27		4,489 16	
Export Tax on Gold.....	272,217 96	302,893 48		30,675 52	
Free Miners' Certificates.....	62,190 10	82,624 52		20,434 42	
Rent of Water Power.....	63 87	74 35		10 48	
Royalty on Water sold (Yukon)....	139 75		139 75		
Free Certificates for export of gold.	27 00		27 00		
Fees re applications for Patents....	15 00	20 00		5 00	
Patent Fees and Interchange Fees.	1,032 00	550 00	482 00		
Survey Fees.....	56,673 15	103,601 70		46,928 55	
Irrigation Fees.....	127 04	85 00	42 04		
Extra Assay Charges.....	1,321 61		1,321 61		
Rocky Mountains Park of Canada.	9,106 48	4,268 05	4,838 43		
Yoho Park.....	300 00		300 00		
Rental of Lands.....	19,693 21	19,403 79	289 42		
Fees re Examination D. L. S.....	463 50	365 00	98 50		
Bonus on Timber Berth.....	2,231 00		2,231 00		
Inspection Fees.....		5 00		5 00	
Cancellation Fees.....		20 00		20 00	
Miscellaneous.....	1,361 49	2,153 07		791 58	
Refunds.....	1,478,106 33	1,716,597 20	60,570 60	299,061 47	
	35,083 66	21,005 57		14,078 09	
	1,443,022 67	1,695,591 63	60,570 60	313,139 56	252,568 96

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STATEMENT of Rocky Mountains Park Revenue for fiscal year ended June 30, 1904,  
compared with Revenue for previous year.

Particulars.	Fiscal Year 1903-1904.	Fiscal Year 1902-1903.	Increase.	Decrease.	Net Increase.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rent .....	3,954 27	1,377 35	2,576 92		
Timber Dues .....	750 52	125 00	625 52		
Water Rates .....	100 00	300 00		200 00	
Cave and Basin .....	1,124 75	905 00	219 75		
Dog Licenses .....	55 00		55 00		
Drivers' and Livery Licenses .....	291 00	157 00	134 00		
Butcher Licenses .....	20 00	30 00		10 00	
Pool and Billiards Licenses .....	70 00	70 00			
Pedlars' Licenses .....	6 00		6 00		
Camping Permits .....	29 00	6 00	23 00		
Grazing Lands .....	112 50	19 20	93 30		
Coal Lands .....	1,207 50	288 00	919 50		
Hay Dues .....	15 00	311 00		296 00	
Transfer Fees .....	68 00	20 00	48 00		
Quarry Permits .....	1 50	50	1 00		
Rent of Old Offices .....	90 00		90 00		
Sale of Old Lumber .....	11 44		11 44		
Sale of Buildings .....	1,200 00	500 00	700 00		
Boat Licenses .....		59 00		59 00	
Sale of Goats .....		100 00		100 00	
Cash totals .....	9,106 48	4,268 05	5,503 43	665 00	4,838 43
Scrip .....	92 00	795 64		703 64	
Cash and Scrip .....	9,198 48	5,063 69	5,503 43	1,368 64	4,134 79

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## DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1903-1904, compared with Receipts for the previous Fiscal Year 1902-1903.

Agencies, etc.	Cash and Scrip 1903-1904.	Cash and Scrip 1902-1903.	Increase.	Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Yukon Territory.</i>				
Sales of Lands.....	12,678 17	25,473 96		12,795 79
Rental of Lands.....	19,504 90	19,299 79	205 11	
Survey Fees.....	1,060 00	320 00	740 00	
Map sales, office fees, &c.....	538 00	393 00	145 00	
Timber dues.....	38,807 90	61,197 39		22,389 49
Hay Lands.....	467 55	277 67	189 88	
Mining Fees.....	145,391 14	200,208 49		54,817 35
Export tax on gold.....	272,217 96	302,893 48		30,675 52
Hydraulic Leases.....	10,383 11	12,467 39		2,084 28
Dredging Leases.....	640 16	3,646 46		3,006 30
Free Miners' Certificates.....	62,190 10	82,624 52		20,434 42
Free Certificates for Export of gold.....	27 00		27 00	
Coal Lands.....	5 50		5 50	
Royalty on water sold.....	139 75		139 75	
Miscellaneous Revenue.....	885 50	140 00	745 50	
	564,936 74	708,942 15	2,197 74	146,203 15
<i>Dominion Lands Agencies.</i>				
Alameda.....	27,504 08	40,385 10		12,881 02
Battleford.....	17,411 74	32,240 05		14,828 31
Brandon.....	16,822 35	32,685 81		15,863 46
Calgary.....	56,711 98	47,289 26	9,422 72	
Dauphin.....	5,657 15	7,389 55		1,732 40
Edmonton.....	38,435 78	36,577 26	1,858 52	
Kamloops.....	16,485 53	15,664 37	821 16	
Lethbridge.....	86,046 18	106,529 31		20,483 13
Minnedosa.....	6,100 77	9,887 99		3,787 22
New Westminster.....	8,394 35	2,028 10	6,366 25	
Prince Albert.....	24,013 35	35,817 87		11,804 52
Red Deer.....	16,392 29	23,451 71		7,059 42
Regina.....	246,446 26	108,851 27	137,594 99	
Winnipeg.....	22,590 92	43,536 77		20,945 85
Yorkton.....	54,762 61	63,167 49		8,404 88
Ungava District.....		15,001 63		15,001 63
Carried forward.....	1,208,712 08	1,329,445 69	158,261 38	278,994 99

Net decrease in Yukon Revenue, \$144,005.41.

Net increase in Land Agencies, \$23,271.80.



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## DOMINION LANDS REVENUE.

STATEMENT of Dominion Lands Revenue for the Fiscal Year 1903-1904, compared with Receipts for the previous Fiscal Year 1903-1904—*Continued.*

Agencies, etc.	Cash and Scrip 1903-1904.		Cash and Scrip 1902-1903.		Increase.		Decrease.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Brought forward .....	1,208,712	08	1,329,445	69	158,261	38	278,994	99
<i>Crown Timber Agencies.</i>								
Alameda .....	466	60	431	34	35	26		
Battleford .....	199	41	449	19			249	78
Brandon .....	1,206	89	688	82	518	07		
Calgary .....	30,200	51	8,055	28	22,145	23		
Dauphin .....	9,689	84	8,845	37	844	47		
Edmonton .....	42,287	45	49,746	48			7,459	03
Lethbridge .....	258	38	156	75	101	63		
Minnedosa .....	1,733	24	2,719	96			986	72
New Westminster .....	98,700	62	189,809	67			91,109	05
Prince Albert .....	38,980	98	32,632	31	6,348	67		
Red Deer .....	1,299	41	868	67	430	77		
Regina .....	206	36	210	70			4	34
Winnipeg .....	133,080	16	114,949	03	18,131	13		
Yorkton .....	226	55	155	97	70	58		
Rocky Mountains Park of Canada .....	9,198	48	5,063	69	4,134	79		
Yoho Park .....	300	00			300	00		
Rental of Lands .....	37	50	34	00	3	50		
Fees <i>re</i> applications for Patents .....	15	00	20	00			5	00
Patent Fees, H. O. ....	442	00	300	00	142	00		
Survey Fees .....	55,613	15	103,281	70			47,668	55
Map sales, office fees, &c. ....	4,188	63	4,706	51			517	88
Fees <i>re</i> Examinations, D. L. S. ....	463	50	365	00	98	50		
Refunds of refunds .....	347	59	536	95			189	36
Bonus for Timber Berths .....	2,231	00			2,231	00		
Assay charges .....	1,321	61	1,411	23			89	62
Sub-Agents' Fees .....	10	00			10	00		
Irrigation Fees .....	127	04	85	00	42	04		
Miscellaneous .....	1,294	40	1,443	82			149	42
Mining Fees .....	584	00	811	41			227	41
Hay Lands .....	1,777	65	1,713	42	64	23		
Coal Lands .....	505	40	375	65	129	75		
Dredging Leases .....	1,062	95	2,545	81			1,482	86
Grazing Lands .....	34,992	42	28,953	06	6,039	36		
Rent of Water Power .....	63	87	74	35			10	48
Total .....	1,681,324	70	1,890,886	83	220,082	36	429,144	49
Refunds .....	36,721	75	21,519	84			15,201	91
Total .....	1,645,102	95	1,869,366	99	220,082	36	444,346	40
Net decrease .....	224,264	04						

Net decrease in Crown Timber Agencies, \$51,183.11.

Net decrease in Miscellaneous Revenue, including refunds, \$52,347.32.

## REVENUE.

As will be observed from these statements, there has been a total net decrease of \$327,592.29 in the gross revenue of the department during the last fiscal year, as compared with the revenue of the previous twelve months. When it is considered, however, that there was a decrease of over \$300,000.00 in the revenue from the Yukon Territory and the sale of School lands, it will be seen that although there has not been as large a revenue derived from homestead fees as for the previous year, and to which reference will be made again later on, the details of the gross revenue show the year has been a very successful one, in so far as the general business of the department is concerned.

The revenue of the department on account of Dominion lands for the last seven years is in excess of the revenue for the previous twenty-five years on the whole. This goes to show that a proper stimulus has been given to the movement of population towards the rich agricultural lands of Western Canada, and that this public asset, instead of being a burden to the nation as formerly, is becoming a source of revenue which will soon more than offset the expenditure necessary for the proper administration of the same.

STATEMENT showing registration fees collected from July 1, 1890, to June 30, 1904.

Fiscal year.	Assiniboia Registration District. (Regina.)	North Alberta Re- gistration District. (Edmonton.)	South Alberta Re- gistration District. (Calgary.)	East-Saskat- chewan Re- gistration District. (Pr. Albert.)	West-Sas- catchewan Registration District. (Battleford.)	Yukon Territory Registration District. (Dawson.)	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1890-1891....	5,332 16	585 82	5,554 35	2,021 37	89 61	.....	13,583 31
1891-1892....	4,810 89	1,160 56	4,090 52	1,409 34	156 32	.....	11,627 63
1892-1893....	6,042 15	1,982 33	4,146 02	1,157 21	110 27	.....	13,437 98
1893-1894....	6,236 41	2,722 74	2,852 44	1,049 65	86 29	.....	12,947 53
1894-1895....	5,161 74	2,653 97	3,219 50	730 22	89 23	.....	11,854 66
1895-1896....	4,489 29	2,713 66	2,097 61	728 20	73 20	.....	10,101 96
1896-1897...	5,339 55	1,900 76	1,991 90	848 75	123 78	.....	10,204 74
1897-1898....	7,411 33	2,485 45	3,526 85	737 50	102 37	.....	14,263 50
1898-1899....	9,275 55	3,553 73	3,608 90	1,151 95	31 75	1,598 85	19,220 73
1899-1900....	11,222 65	5,395 50	4,078 44	1,354 10	189 15	2,471 85	24,711 69
1900-1901....	14,317 20	6,995 50	5,207 43	1,662 70	51 13	5,745 81	33,979 77
1901-1902....	18,893 55	11,701 70	8,190 78	3,081 73	71 18	8,916 05	50,854 99
1902-1903....	36,355 00	20,849 90	11,298 55	6,131 90	206 99	6,561 84	81,404 18
1903-1904....	55,539 60	23,930 28	18,031 45	7,508 70	456 35	3,767 35	109,233 73
	190,427 07	88,631 90	77,894 74	29,573 32	1,837 62	29,061 75	417,426 40

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## LAND TITLES OFFICES.

There has again been a large increase in the amount of registration fees collected during the past year, as compared with the previous one. The revenue from this source since 1897 is over four times as large as for the previous seven years, and this, I think, should be taken as a clear indication of the growing activity in real estate transactions consequent upon the increased demand on the part of persons who find it to their advantage to acquire lands in Western Canada.



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## STATEMENT of Land Sales by Railway Companies having Government

YEAR.	HUDSON'S Bay COMPANY.		CANADIAN PACIFIC RAILWAY COMPANY		MANITOBA SOUTH- WESTERN COLONIZA- TION RAILWAY COM- PANY.		QU'APPELLE, AND SAS RAILROAD BOAT
	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.
		\$		\$		\$	
1893.....			93,184	295,288	14,164	57,559	1,603
1894.....	7,526	48,225	43,155	131,628	6,312	28,003	640
1895.....	4,431	23,209	55,453	176,950	5,623	22,330	2,391
1896.....	9,299	52,410	66,624	220,360	21,254	88,568	286
1897.....	10,784	53,277	135,681	431,095	63,800	234,644	2,524
1898.....	62,000	310,000	242,135	757,792	106,473	363,982	22,534
1899.....	56,875	274,625	251,832	814,857	58,019	199,458	61,030
(Fiscal Year)							
1900.....	70,196	352,631	379,091	1,152,836	133,507	437,449	18,932
(Fiscal Year)							
1901.....	82,308	399,804	339,985	1,046,665	59,749	214,953	22,266
(Fiscal Year)							
1902.....	269,577	1,412,332	1,362,478	4,440,500	206,411	713,365	39,835
(Fiscal Year)							
1903.....	330,046	1,939,804	2,260,722	8,472,250	250,372	699,210	843,900
(Fiscal Year)							
1904.....	144,857	879,910	857,474	3,516,864	29,522	113,303	.....
(Fiscal Year)							
Total.....	1,047 899	5,746,227	6,097,814	21,457,085	955,206	3,172,824	1,015,941

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## Lands Grants and by the Hudson's Bay Company.

LONG LAKE KATCHEWAN AND STEAM- COMPANY.	CALGARY AND EDMONTON RAILWAY COMPANY.		CANADIAN NORTHERN RAILWAY COMPANY.		GREAT NORTH- WEST CENTRAL RAILWAY COMPANY.		Totals.	
Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
\$		\$		\$		\$		\$
.....	11,260	.....	.....	.....	.....	.....	120,211	352,847
.....	11,035	.....	.....	.....	.....	.....	68,668	207,856
.....	46,815	.....	.....	.....	.....	.....	114,713	222,489
.....	10,553	.....	.....	.....	.....	.....	108,016	361,338
.....	9,436	.....	.....	.....	.....	.....	222,225	719,016
.....	15,481	.....	.....	.....	.....	.....	448,623	1,431,774
178,517	24,738	53,335	.....	.....	.....	.....	462,494	1,520,792
53,974	46,653	128,256	.....	.....	.....	.....	648,379	2,125,146
74,810	116,719	352,037	.....	.....	.....	.....	621,027	2,088,269
147,365	323,494	1,033,396	.....	.....	.....	.....	2,201,795	7,746,958
1,476,900	231,800	909,600	183,736	631,503	128,435	522,490	4,229,011	14,651,757
.....	129,007	563,507	64,469	313,575	41,858	177,081	1,267,187	5,564,240
1,931,566	976,991	3,040,131	248,205	945,078	170,293	699,571	10,512,349	36,992,482

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The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the fiscal year ending June 30, 1903, and June 30, 1904, respectively :—

	FISCAL YEAR JUNE 30, 1903.		FISCAL YEAR JUNE 30, 1904.	
	No. of entries.	Acres.	No. of entries.	Acres.
Homesteads.....	31,383	5,021,280	26,073	4,171,680
Sales.....		137,270		225,652

The following statement shows the number of homestead entries reported in each year since 1874 :—

Departmental year ended.	No. of entries.
October 31, 1874.....	1,376
“ 31, 1875.....	499
“ 31, 1876.....	347
“ 31, 1877.....	845
“ 31, 1878.....	1,788
“ 31, 1879.....	4,068
“ 31, 1880.....	2,074
“ 31, 1881.....	2,753
“ 31, 1882.....	7,483
“ 31, 1883.....	6,063
“ 31, 1884.....	3,753
“ 31, 1885.....	1,858
“ 31, 1886.....	2,657
“ 31, 1887.....	2,036
“ 31, 1888.....	2,655
“ 31, 1889.....	4,416
“ 31, 1890.....	2,955
“ 31, 1891.....	3,523
“ 31, 1892.....	4,840
“ 31, 1893.....	4,067
“ 31, 1894.....	3,209
December 31, 1895.....	2,394
“ 31, 1896.....	1,857
“ 31, 1897.....	2,384
“ 31, 1898.....	4,848
“ 31, 1899.....	6,689
June 30, 1900.....	7,426
“ 30, 1901.....	8,167
“ 30, 1902.....	14,673
“ 30, 1903.....	31,383
“ 30, 1904.....	26,073



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STATEMENT showing the number of Homestead Entries by months for the fiscal years ending June 30, 1902, 1903 and 1904.

Fiscal Year.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	Total.
1902.....	939	773	582	783	762	825	809	928	1,207	2,078	2,199	2,788	14,673
1903.....	2,622	1,904	1,416	2,142	2,482	1,640	1,169	1,165	2,325	5,778	4,109	4,691	31,383
1904.....	3,438	2,288	1,845	1,958	2,406	1,570	1,240	1,128	1,330	2,322	2,948	3,600	26,073

STATEMENT showing the number of Homestead Entries made during the year ended June 30, 1904, and the Nationality of the Homesteaders, as reported by the several Agencies of the Department in Manitoba, the North-West Territories and British Columbia.

Nationalities.	No. of Entries.	Nationalities.	No. of Entries.
Canadians from Ontario .....	3,692	Greeks.....	8
"    Quebec.....	429	Syrians.....	768
"    Nova Scotia.....	131	Germans.....	2,228
"    New Brunswick.....	102	Austro-Hungarians.....	31
"    Prince Edward Island.....	87	Hollanders.....	53
"    Manitoba.....	753	Danes (other than Icelanders).....	194
"    North-West Territories.....	493	Icelanders.....	542
"    British Columbia.....	69	Swedo-Norwegians.....	238
Persons who had previous entry.....	2,487	Russians (other than Mennonites and Doukhobors).....	59
Canadians returned from the United States.....	525	Mennonites.....	434
Americans.....	7,730	Doukhobors.....	3
Newfoundlanders.....	2	Chinese.....	3
English.....	3,486	Bulgarians.....	1
Scotch.....	911	Persians.....	7
Irish.....	267	Australians.....	4
French.....	154	New Zealanders.....	26,073
Belgians.....	73		
Swiss.....	31		
Italians.....	22		
Roumanians.....	56		
		Total.....	
		Representing 68,381 souls.	

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STATEMENT showing the number of Homestead Entries made during the year ended June 30, 1904, by persons coming from the various States and Territories of the American Union.

States.	No. of Entries.	States.	No. of Entries.
Alaska.....	1	Mississippi.....	
Alabama.....	3	Missouri.....	118
Arizona.....	11	Montana.....	313
Arkansas.....	6	Nebraska.....	288
California.....	67	Nevada.....	8
Carolina.....	9	New Hampshire.....	8
Colorado.....	50	New Jersey.....	5
Connecticut.....	6	New York.....	75
Dakota.....	2,391	Ohio.....	97
Delaware.....	2	Oklahoma.....	122
Florida.....	5	Oregon.....	136
Georgia.....		Pennsylvania.....	54
Idaho.....	143	Rhode Island.....	4
Illinois.....	205	Tennessee.....	4
Indiana.....	76	Texas.....	13
Indian Territory.....	18	Utah.....	226
Iowa.....	464	Vermont.....	12
Kansas.....	184	Virginia.....	12
Kentucky.....	8	Washington.....	295
Louisiana.....	1	Wisconsin.....	451
Maine.....	16	Wyoming.....	58
Massachusetts.....	39	New Mexico.....	6
Michigan.....	301		
Minnesota.....	1,944	Total.....	8,255

## FREE HOMESTEAD ENTRIES.

As will be seen from the foregoing statement, there has been a decrease in the number of homestead entries granted during the past year, as compared with the previous twelve months. It may be pointed out in this relation, however, that during the year 1902-1903, when there were over 31,000 entries made, it is well known that in addition to the active campaign put up by the department a number of land companies in the United States were also active in assisting colonization and in encouraging the taking up of free homesteads in portions of the country where these companies had purchased lands. Many of the persons making entry, having first visited the country and made their entries, returned to their homes in the south, and came back to the North-west to dwell on their lands during the next year. In addition to this some 2,000 Doukhobors made entry for lands in the year 1902-1903, although these people had come into the country in 1889. Under the circumstances, while there was a decrease in the number of homestead entries as compared with the previous year, this does not indicate that there were fewer people that went into the country, for, as a matter of fact, the immigration for the last twelve months was largely in excess of any in the history of the department.

When it is considered that the number of entries granted last year was almost twice as large as in 1902, four times as large as in 1899, and fourteen times larger than in 1896, I think that on the whole the result of the work has been very satisfactory.

## REPORT OF THE DEPUTY MINISTER

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STATEMENT showing the Number of Letters Patent issued by the Department of the Interior in each year since 1874.

Period.	Number, Issued.
Year ended October 31, 1874.....	536
" 1875.....	492
" 1876.....	375
" 1877.....	2,156
" 1878.....	2,597
" 1879.....	2,194
" 1880.....	1,704
" 1881.....	1,768
" 1882.....	2,766
" 1883.....	3,591
" 1884.....	3,837
" 1885.....	3,257
" 1886.....	4,570
" 1887.....	4,599
" 1888.....	3,275
" 1889.....	3,282
" 1890.....	3,273
" 1891.....	2,449
" 1892.....	2,955
" 1893.....	2,936
" 1894.....	2,553
Year ended December 31, 1894.....	2,682
" 1895.....	2,118
" 1896.....	2,665
" 1897.....	2,972
" 1898.....	3,037
" 1899.....	3,904
Six months ended June 30, 1900.....	1,970
Year ended June 30, 1901.....	6,461
" 1902.....	8,768
" 1903.....	7,349
" 1904.....	6,890



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The following statement shows the number of letters received and sent by the department in each year since its establishment :—

Departmental year ended October 31.	Letters Received.	Letters Sent.	Total.
1874.....	3,482	4,120	7,632
1875.....	1,974	2,189	4,163
1876.....	2,256	3,097	5,353
1877.....	3,137	3,677	6,814
1878.....	4,642	6,009	10,651
1879.....	5,586	6,179	11,755
1880.....	8,222	9,940	18,162
1881.....	13,605	15,829	29,434
1882.....	25,500	30,300	55,800
1883.....	27,180	33,500	60,680
1884.....	27,525	33,386	60,911
1885.....	33,970	43,997	77,967
1886.....	60,964	67,973	128,937
1887.....	47,845	60,890	108,735
1888.....	43,407	52,298	95,705
1889.....	48,316	50,500	98,816
1890.....	36,200	36,008	72,208
1891.....	38,000	36,267	74,267
1892.....	41,990	42,203	84,193
1893.....	50,794	48,145	98,939
1894.....	48,619	50,840	99,459
1895.....	49,991	45,898	95,889
1896.....	47,501	44,238	91,739
1897.....	65,714	64,147	129,861
1898.....	88,913	87,845	176,758
1899.....	95,023	91,876	186,899
1900.....	121,219	133,177	254,396
1901.....	144,978	136,348	281,326
1902.....	167,200	185,548	352,748
1903 (From June 30, 1902, to July 1, 1903).....	185,582	223,463	409,045
1904 (From June 30, 1903, to July 1, 1904).....	222,316	274,675	496,991

The number of registered letters during the departmental year 1904 was: received, 5,496 ; sent, 21,683.

## CORRESPONDENCE.

It will be seen from the foregoing statement that the correspondence of the department has been very heavy during the past year. The number of incoming and outgoing letters was very close to half a million. In this relation it may be worth while to note that the enumeration of official documents of the department will have, by the end of this year, reached the million mark. The number now is 960,000 odd, which does not include the timber and mines and the immigration branches, nor the outside service, which would bring it away beyond that number. The enumeration of the department in 1874, after the first year of its creation, was 3,482, and as it has now about reached the million mark, I wish to place the fact on record.

## IMMIGRATION.

The reports of the chief immigration officers of the department in Canada and Great Britain, together with the annual statements from the agents under their control will be found under Part II of the general report.

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From the returns submitted, it will be seen that the result of the work has been highly satisfactory. The total arrivals in Canada during the twelve months ending June 30 last, numbered 130,330, or, on an average, over two thousand five hundred settlers have located in the country every week during that period, and are now engaged in the development of its resources.

It may be stated here that the method adopted by the department for checking the number of incoming immigrants at ocean sea-ports and at inland points of arrival is such that there cannot be any reasonable question raised as to the accuracy of the figures given. In this connection, I desire to make reference here to the statistical tables relating to emigration and immigration from and into the United Kingdom for the year 1903, issued by order of the home government. While the figures in these statements are given for the calendar year ending December 31, and cannot on that account correspond with the figures given by the department which are computed according to the fiscal year, still they may safely be considered for purposes of comparison. According to these tables the following number of passengers, of British and foreign origin, are given as having left England, bound for British North America, during the three calendar years 1901, 1902 and 1903, respectively, and who had not returned to the old country. The figures therefore represent the actual emigration from the British Isles to Canada during the period mentioned, and should, considering the source from which they emanate, be considered accurate.

	British and Irish.	Foreign.	* Total.
1901.....	7,121	24,736	31,971
1902.....	14,730	38,550	53,300
1903.....	45,866	35,183	81,193
	67,717	98,469	166,464

\* Including passengers whose nationality was not distinguished.

The figures, as computed by the Department, for the three years ending 30th June, 1903, are as follows :

	British and Irish.	Foreign.	Total.
1901.....	11,810	19,352	31,162
1902.....	17,259	23,732	40,991
1903.....	41,792	37,099	78,891
	70,861	80,183	151,044
1904.....	50,374	34,785	85,159

As will be observed, there is very little difference between the figures given in the two statements, and when it is considered that one is for the calendar year and the other for the fiscal year, it is certainly a very clear indication as to the reliability of



the statistics furnished in each case. In explanation of the discrepancy between the two statements, it may be pointed out that a large number of foreigners who land at Canadian ports do not remain in the country, but cross over to the United States, and in the same way, quite a number of immigrants of British origin come by way of New York.

It is the largest immigration in the history of Canada. While there are no doubt economic conditions underlying the movement of population from one country to another, over which individual or corporate action has little effect, still, when it is borne in mind that only a few years ago, as evidenced by the returns of that time, Canada was almost ignored by the emigrating world as a field for settlement, and that immediately following the adoption of certain methods for fostering and stimulating British and United States immigration, the number of arrivals from those countries has assumed such large proportions to-day that it exceeds the entire British emigration to the United States, there would appear to be little doubt that to the work of the department and to that alone must be attributed the favourable change that has been brought about. It is true that the country has made a remarkable advance since the flow of British and American immigration first set in, and to the development of the western portion of Canada by a large additional population must be attributed the increased prosperity of the past few years. The same opportunities, however, were available many previous years to incoming settlers as are offered now; the agricultural lands of the public domain were no less productive than they are found to be now by the thousands of well-to-do immigrants who have had the good fortune to take them up as a free gift from the government; railway facilities from ocean to ocean, through the fertile wheat fields of western Canada were afforded as far back as 1887; the gates of Canada, both along the three thousand miles of boundary on the south and at ocean ports, had always been left wide open; the natural resources of the country had always existed, but notwithstanding these favourable conditions, the British settler passed our door on his way to the neighbouring Republic, while the American agriculturist almost seemed to scorn the limitless fields extending to the north of the Western States. The moment, however, that vigorous steps were taken by the department to attract immigration to this country by judicious advertising and by the adoption of practical methods for educating the agricultural classes of the United Kingdom and the United States as to the possibilities of the country, thousands upon thousands of the most desirable settlers are pouring into Canada, and are becoming contented and prosperous citizens. This is certainly one of the most satisfactory features in the future prospects of the Dominion. It seems so manifest that the change has been brought about wholly and directly through the policy of the department that for the present it would not appear to be in the public interest to depart from the methods heretofore followed in this relation, but rather to increase the scope of this important work by even more persistent and systematic efforts in the same direction.

The approximate expenditure during the fiscal year 1903-4, chargeable against immigration from the following countries, not including the expenses connected with the reception and location of immigrants, was as follows:—



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Continent of Europe. . . . .	\$ 78,000 00
Great Britain and Ireland. . . . .	236,000 00
United States. . . . .	205,000 00

The per capita cost was as follows :—

Continental. . . . .	\$2 24
Great Britain and Ireland. . . . .	4 68
United States. . . . .	4 53
Average per capita. . . . .	3 98

The total average cost including expenditure in caring for and locating settlers in Canada was \$5.71.

STATEMENT showing approximate annual expenditure in promoting Immigration from the following countries, the number of arrivals each year, and the per capita cost from 1st July, 1892, to 30th June, 1904.

Year.	EXPENDITURE.			ARRIVALS.			PER CAPITA COST.		
	G. B. and Ireland.	Continent and Ice-land.	United States.	G. B. and Ireland.	Continent and Ice-land.	United States.	G. B. and Ireland.	Continent and Ice-land.	United States.
	\$	\$	\$				\$ cts.	\$ cts.	\$ cts.
1892-3. . . . .	49,000	14,000	56,000	20,071	9,561	.....	2 44	1 46	.....
1893-4. . . . .	75,000	42,000	82,000	16,004	4,825	.....	4 68	8 70	.....
1894-5. . . . .	34,000	6,000	20,000	14,956	3,834	.....	2 28	1 56	.....
1895-6. . . . .	43,000	14,000	13,000	12,384	4,451	.....	3 47	3 14	.....
1896-7. . . . .	38,000	9,000	28,000	11,383	7,921	2,412	3 34	1 14	11 60
1897-8. . . . .	61,000	31,000	87,000	11,173	11,608	9,119	5 46	2 67	9 54
1898-9. . . . .	41,000	37,000	75,000	10,660	21,938	11,945	3 84	1 69	6 27
1899-00. . . . .	96,000	63,000	112,000	*5,141	*10,211	*8,543	9 33	3 08	6 55
1900-01. . . . .	110,000	43,000	144,000	11,810	19,352	17,987	9 30	2 22	8 00
1901-02. . . . .	121,000	58,000	178,000	17,259	23,732	26,388	7 60	2 44	6 74
1902-03. . . . .	205,000	60,000	161,000	41,792	37,099	49,473	4 90	1 61	3 25
1903-04. . . . .	236,000	78,000	205,000	50,374	34,785	45,171	4 68	2 24	4 53

\* Arrivals for six months only. \$81,136.76 of expenditure incurred in 1893-4 was not paid till 1894-5.

## PER CAPITA COST OF IMMIGRATION.

It has been customary for some years past to give an approximate statement of the per capita cost of the different classes of immigration, as compared with the previous year. For convenience, it has been thought advisable to have a statement prepared for each year since 1892.

## IMMIGRATION FOR 1903-1904.

*British—*

English and Welsh.....	36,694
Scotch.....	10,552
Irish.....	3,128
	<hr/>
	50,374

*Continental, &c.—*

Galicians (Austrian).....	7,729
Germans.....	2,985
Hungarians.....	1,207
Austrians.....	2,201
Scandinavians.....	4,203
French and Belgians.....	2,392
Russians and Finns.....	2,806
Miscellaneous.....	11,262
	<hr/>
	34,785
United States.....	45,171
	<hr/>
	130,330

English and Welsh.....	36,694
Scotch.....	10,552
Irish.....	3,128
Galicians.....	7,729
Germans.....	2,985
Hungarians.....	1,207
Austrians.....	2,201
Scandinavians.....	4,203
Doukhobors.....	
French and Belgians.....	2,392
Russians and Finlanders.....	2,806
United States.....	45,171
Miscellaneous.....	11,262
	<hr/>
	130,330

## BRITISH IMMIGRATION.

The report of the Canadian Commissioner of Emigration at London, and those of the officers under his control, will be found under the immigration division of the general report. The commissioner's remarks with reference to the operations of his office, and his suggestions as to the general carrying out of the work, are worthy of careful consideration, and will no doubt be read with interest.

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In reviewing the work of the department as regards immigration from the British Isles, it is worthy of remark that the large increase in the number of arrivals from the old country has followed directly upon the vigorous propaganda which was inaugurated early in the year 1902, at the time of my special visit to England for the purpose of reorganizing our service there and adopting methods more suitable to the existing conditions. Quoting from my previous remarks on this subject, which appeared in my introductory to the annual report of 1901-1902, the measures which were then adopted to bring the advantages offered by Canada as a suitable field for settlement more prominently to the attention of the class from which desirable settlers can be drawn, were summarized as follows :—

‘The dissemination of carefully prepared notices with regard to the advantages offered by Canada as a field for settlement, in the leading dailies and weeklies of Great Britain.

‘The forwarding of a specially edited publication to every agriculturist in the old country, as well as a circular on somewhat similar lines to ministers of the gospel, school teachers, secretaries of public libraries, &c., &c., &c.

‘The delimitation of specific districts within which our resident agents operate.

‘The appointment under a commission system, of local agents in every city and town throughout the agricultural districts.

‘The providing of specially conducted parties under the supervision of our officers in Great Britain and Ireland, and the reorganization of the staff in such a way as to expedite the general business of the service, and thus ensure the best possible results from their work.’

During the five years preceding 1902, there had come from England, Wales, Scotland and Ireland, 55,784 immigrants, or a yearly average of 11,156 ; immediately following the adoption of the new policy above referred to, the number of arrivals was increased to 17,259 for the fiscal year 1902; 41,792 for the year 1903, and 50,374 for the past year. These figures speak so forcibly that they do not require further comment, but, as the matter of British immigration is one of such vital national importance at the present stage of our history, I consider it a duty that I owe to yourself and to the department over which you preside to make a proper historical record of the true and exact cause which induced the motherland to recognize the claim of Canada to a fair proportion of the thousands of her children who heretofore had left her shores to seek new homes in distant parts of the world where they could not hope to enjoy the freedom of her flag and the benefits of her institutions.

The success that has been achieved by the department will, I am sure, be duly appreciated by every loyal citizen of Canada.

## BRITISH IMMIGRANT CHILDREN.

The report of Mr. G. Bogue Smart, Inspector of British Immigrant Children and Receiving Homes, will be found under Division 5 of that part of the Immigration report which embraces the reports of agents in Eastern Canada.

It is satisfactory to note from the inspector's report that on the whole these children are doing remarkably well in this country, and that there is an increased demand for this class of immigration.



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There were 2,204 arrivals during the year, or an increase of 225 over the previous year.

Under the standing arrangement with the local government board in England, these children are carefully inspected annually until they reach the age of eighteen years. These inspections involve considerable work, and call for the exercise of much tact and judgment, but they ensure the proper treatment of the children, and it seems to be the only method by which juvenile immigration can be successfully carried on.

The inspector's report contains much valuable information on the subject and will no doubt be appreciated by those who take an interest in this matter.

#### FARM LABOURERS AND DOMESTIC SERVANTS.

With regard to farm labourers it may be said that upwards of 20,000 young men came from Great Britain during the year with perhaps little or no experience in agricultural pursuits, but with a willingness to make the best of their opportunities and to learn all that could be learned by engaging in service with practical farmers before entering into occupation of land for themselves. Since the beginning such a thing as a 'glut' or an over-stocking of farm labourers has never been known in Manitoba and the North-west Territories. The office of the Commissioner of Immigration at Winnipeg, has been made a big distributing centre for persons desiring employment. This is done to such an extent that people throughout the country recognize the fact that they can secure good help by a simple application to this office.

In order to relieve to some extent the situation in the province of Ontario, where there has been such a great dearth of labour, the department took steps early in the year to direct its agents in the old land to divert as much as possible the farm labouring classes to that province. The result of this has been that some thousands of labourers who perhaps would have gone to Western Canada were induced to remain over in Ontario, all of whom were immediately distributed by the Ontario bureau amongst farmers throughout the country. It has been found almost impracticable to divert much of the foreign population, even of the farm labouring classes, to eastern provinces, many of these people coming through to meet friends, and, moreover, nearly all of the farm labourers from the continent appear to be desirous of securing lands for themselves first, after which they go out to service and work, if they require to do so, in order to equip themselves properly for carrying on their farming operations.

With regard to domestic servants, this problem still remains an unsolved one, but it is gratifying to know that very much of the distress caused by the lack of help in this regard has been relieved by a large number of arrivals of young women from the old countries during the year. Of course there is still much demand for good help and it is regretted that much of this is amongst the farming classes.

#### CONTINENTAL.

The number of arrivals from the continent of Europe was 34,785, as compared with 37,099 for the previous year, or a falling off of 2,314. The falling off is attribut-

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able to a decrease in the number of arrivals from Russia, Hungary and Scandinavia. It will be noticed, however, that there has been a substantial increase in the number of immigrants from Germany, France and Belgium, who are amongst the most desirable settlers.

Alluding to the work of immigration officers in European countries, it might be well to refer to the restrictive laws in force in most of the countries as regards emigration. The laws in Switzerland, for instance, will not permit of any open propaganda or active work being carried on in that country with a view to encouraging emigration to Canada, or to any other portion of the globe, and any violation of the law in this respect is liable to prosecution. Any Swiss, therefore, who leave, do so of their own accord, and simply purchase their tickets from booking agents, and are not supposed to have been in any way encouraged to leave their old homes.

This restrictive law applies with much greater force to other countries, notably Germany, and Austria-Hungary, and portions of Scandinavia, where open propaganda are absolutely prohibited. As a consequence, the distribution of literature or any public advertising with regard to immigration cannot be undertaken by the government in those countries.

Russians are practically forbidden to leave their country without the permission of the government, and the movement of the population from there to Canada, outside of Poland, is nearly altogether from what are known as German Baptists. A very considerable number of these people have been located in the district of Alberta for a few years. In Holland, Belgium and France the laws do not restrict the propaganda excepting that in the latter country no booking agents can undertake to book persons leaving France except by lines of steamers running directly from that country. The only objection that would likely be raised by the governments of these countries would be on the propriety of any extreme measures being undertaken to promote emigration.

The department, therefore, uses a very great deal of judgment in the prosecution of this work so as not to create any ill-will on the part of the authorities of foreign countries, and only in non-restrictive countries does the government direct any active measures.

## FRANCE AND BELGIUM.

As a result of the active propaganda undertaken by the department in these two countries, it will be observed that there has been a marked improvement in the results achieved. In 1903 there arrived from France and Belgium 1,240 settlers, whereas during the year ending 30th June last, there came 2,392, or about double the preceding twelve months.

The French and Belgian agriculturists are amongst the best class that can be secured for the vacant lands of Canada, and it is proposed to continue, on somewhat similar lines, the work which is now being carried out in this relation.



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While the emigration laws of these countries are not as restrictive as in some of the other countries of Europe, still the position we have taken, and intend taking, in France and Belgium, is not that we desire to get those people to come to Canada who are otherwise contented at home, but that we may have the opportunity of giving information so that those people who contemplate moving may understand some of the conditions prevailing here, and we only ask, therefore, a share of the best of their people who have been on farms and who propose settling on lands—those who are leaving the over-crowded countries in any event—to come to Canada, where we feel they will have a better chance to succeed.

## UNITED STATES IMMIGRATION.

The influx of people from the United States is still being maintained. A slight reduction, however, is shown in the returns, as compared with the previous year, which has been attributed to a number of causes any one of which would probably be sufficient to cause a slight falling off. It might be mentioned, however, in connection with this work of the department, that when figures as high as 50,000 have been reached a variation of a few thousand may occur any year and would not, I submit, be regarded as sufficient reason for not maintaining the same active measures which have been rewarded with such unquestioned success. Indeed it has been thought that there are many portions of the United States, especially in the older settled portions of the country, where it is quite possible that persistent and systematic effort would induce a large movement to Manitoba and the North-west Territories. It is therefore expected that with the opening of two or three active agencies in the eastern states and a limited expenditure in judicious advertising, the department may look for and will undoubtedly be rewarded with greater success than even in the past two or three years. The outlook for the present year is regarded by our staff as most encouraging and to secure the best results every effort will be put forth.

## TIMBER, GRAZING AND MINERAL LANDS.

Full returns as to the business transacted in connection with the above services will be found in the report of the chief clerk in charge, under part 18, of the Dominion Lands division of the general report.

The total revenue for the branch for the fiscal year ending June 30, 1904, was \$927,915.93, as compared with \$1,107,593.64 for the previous year, or a decrease of \$179,677.71. It may be pointed out in this relation that in the revenue derived from timber dues in the railway belt in British Columbia there was a falling off of \$89,109.05, as compared with the previous twelve months, and there was a reduction also of \$133,045.23 in the general revenue of the Yukon Territory, making together a decrease of \$222,154.28. It will be observed, therefore, that there has been a substantial increase in the business transacted in connection with the province of Manitoba and the Territories.

According to the report of the Crown Timber agent at Winnipeg, there has been a large advance in the quantity of lumber manufactured and disposed of in Manitoba



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and Eastern Assiniboia during the past season, the average price ruling, as a result of the active demand, being a little higher than last year.

The revenue from the collection of dues on timber cut within the railway belt in British Columbia fell much short of that derived from that source during the preceding twelve months. There does not appear to be any reason for this falling off, but as pointed out by the Crown Timber agent at New Westminster, this may be due to the fact that license holders may have operated more extensively than usual on timber lands outside of the railway belt, these lands forming, of course, only a small proportion of the extensive timber areas of the province.

It is gratifying to note that there has been a large increase in the amount of revenue collected from the sale of coal lands, the amount derived under this head being \$68,949.25, as compared with \$31,055.38 for the year 1902-1903.

Detailed statements as to the administration of the mining lands under the control of the department will be found annexed to the chief clerk's report.

## SURVEYS.

During the latter half of 1903, there were sixty-nine parties engaged in surveying Dominion lands. Of these, two were working in Manitoba, sixty-four in the Territories and three in British Columbia. This year, prior to July 1, there were seventy-one parties in the field, nine being in Manitoba, fifty-nine in the Territories and three in British Columbia. In addition to these, four parties in charge of the inspectors of surveys were engaged in examining the township subdivision surveys which have been made under contract. The following table shows the disposition of the parties paid by the day and those working under contract :—

Parties.	In Manitoba.	In Northwest Territories.	In British Columbia.	Total.
1903—Paid by the day.....	2	11	3	16
Under contract.....		53		53
1904—Paid by the day.....	3	15	3	21
Under contract.....	6	48		54

Some survey work is also carried out in the Yukon Territory under the direction of the commissioner. This work included, besides the regular lots or mining locations, the surveys of a number of public roads and of several base lines connecting some of the more recent work with the older surveys.

The total mileage of the sixty-nine parties engaged on township surveys in 1903 was 36,255 miles, an average of 558 miles per party.

The surveys made in Manitoba and the North-west Territories during the year were widely scattered, having been made wherever the construction of new railroads or the trend of settlement promised the early disposal of the land.

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The larger number of the townships subdivided lie either in northern Assiniboia, directly west of Saskatoon or in northern and western Alberta, to the west of Red Deer and north and west of Edmonton. The area subdivided in 1903-4, was more than double that of the previous year and far in excess of any other year's work except that of 1883, when the construction of the Canadian Pacific Railway necessitated the subdivision of the townships adjacent to it in order that the lands included in the subsidy to the railway might be defined.

The revised system of dealing with the returns of surveys, mentioned in my last report, has been found to be a great improvement. The township plans, being made by the office staff instead of by the surveyors, are now uniform in style and contain all the information that is necessary for dealing with the lands, all unnecessary details being omitted. The plans are now printed by photozincography and in black only, instead of, as formerly, being lithographed in several colours. This change has reduced the number of 'pulls,' that is, the separate handling in the printing press, to about one-fifth of what it was previously for a similar number of plans.

The practice of furnishing the land agents with preliminary plans, in advance of the receipt of the surveyor's field notes, has greatly expedited the opening of the lands for entry.

Hereunder will be found the usual tables of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added:—

—	Acres.	Number of Farms of 160 acres each.	—	Acres.	Number of Farms of 160 acres each.
Previous to June, 1873...	4,792,292	29,952	In 1890.....	817,075	5,106
In 1874.....	4,237,864	26,487	1891.....	76,560	476
1875.....	665,000	4,156	1892.....	1,395,200	8,720
1876.....	420,507	2,628	1893.....	2,928,640	18,304
1877.....	231,691	1,448	1894.....	300,240	1,876
1878.....	306,936	1,918	1895.....	406,240	2,539
1879.....	1,130,482	7,066	1896.....	506,560	3,166
1880.....	4,472,000	27,950	1897.....	428,640	2,679
1881.....	8,147,000	50,919	1898.....	851,840	5,374
1882.....	10,186,000	63,662	1899.....	1,022,720	6,392
1883.....	27,234,000	170,212	1900 (First 6 months)...	735,480	4,596
1884.....	6,435,000	40,218	1900-1901.....	1,603,680	10,023
1885.....	391,680	2,448	1901-1902.....	2,553,120	15,957
1886.....	1,379,010	8,620	1902-1903.....	6,173,440	38,584
1887.....	643,710	4,023	1903-1904.....	12,709,600	79,435
1888.....	1,131,840	7,074			
1889.....	516,968	3,231	Total.....	104,819,015	655,239

The extent of the surveys made may be better realized when it is stated that the area divided into farms of 160 acres each during the last twelve months is not far short of the area of the province of Nova Scotia or about two-thirds that of Scotland or Ireland.



## SESSIONAL PAPER No. 25

## INTERNATIONAL BOUNDARIES.

In my report of last year I gave the substance of the award of the London Tribunal with reference to the boundary of the coast-strip of Alaska.

It having been decided by the two governments that immediate steps should be taken to put the award into effect, commissioners were appointed to carry on the demarcation. Mr. O. H. Tittmann was appointed commissioner for the United States, and Dr. W. F. King, of this department, for His Majesty.

The commissioners having met and agreed upon a plan of operations, whereby certain sections of the line were allotted to each, while provision was made for frequent consultation of their respective surveyors, the work in the field was begun in May, and continued during the summer.

Sections of the line were marked in the valleys of several tributaries of the Chilkat river, and its principal branch the Klehini river, also in the valley of the Stikine and its tributary the Katete, and at the head of Portland canal. A topographical survey was also made in the neighbourhood of the White Pass, preparatory to the future marking of the line there. These localities were chosen as being the most important at the present time. The marks placed on the line are monuments of aluminum bronze, six feet high, at the principal points, such as river crossings, &c., smaller monuments of the same material being used in the less prominent places.

The resurvey and demarcation of the international boundary along the 49th parallel west of the Rocky Mountains has been continued during the year. The greater part of the survey of the line, and the cutting of the vista through the forest has been completed between the summit of the Rocky Mountains and the Cascade Range. Monuments of aluminum bronze, six feet high, are being used to replace the mounds of loose stone placed by the former commissioners, and to serve as marks along the sections of the line not previously surveyed.

Dr. R. A. Daly, as geologist for the boundary survey, carried on his investigations along the 49th parallel during the summer.

## OPERATIONS OF THE ASTRONOMICAL BRANCH OF THE DEPARTMENT.

In my last report I referred to the determination then going on of latitudes and longitudes along the route of the Pacific cable. The observations have since been completed, and are being reduced in the office. A preliminary report by Dr. Klotz upon this work will be found as an appendix to the report of the chief astronomer in Part IX. of this report. A further and fuller report giving details of the observations and results is being prepared.

Observations for latitude and longitude for cartographical purposes have been made during the year at Harriston, Guelph, Beeton and Orillia, in Ontario, and for latitude at Cobourg, in the same province. A list of all latitudes and longitudes determined between 1885 and the present date by this department is printed in Part IX.



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The new building of the Dominion observatory will, it is hoped, be ready for occupation before spring. A part of the work of this observatory will be the electric transmission of time to the government buildings in the city. For this purpose an appropriation was made by parliament at its last session. A description of the system now in operation will be found in the Chief Astronomer's report.

#### THE ROCKY MOUNTAINS PARK OF CANADA.

The report of the Superintendent of the Park, which forms section V. of the general report, is of a very satisfactory and interesting character. As evidenced by the large increase in the number of tourists and health-seekers who visited the park during the past season, this national resort is steadily growing in popular favour, and there is no doubt that ere many years, with the development of the Canadian West and the increased transcontinental passenger traffic, the Rocky Mountains Park is destined to become the most attractive resort of the kind on the continent, if not in the world.

There has been considerable progress made in the opening up of new roads and the improvement of old ones, so that much better facilities are now afforded visitors to view points of interest of great scenic beauty hitherto inaccessible.

It is satisfactory to note also the completion of the new museum building and surrounding grounds. The particular location of the park is so remarkably well adapted for the collection of specimens of the flora and fauna indigenous to the surrounding country, and of the numerous and valuable minerals found west of the Rocky Mountains, that every effort should be made in the public interest, so that this natural history museum may be as complete as it is possible to make it. In this connection it will also be observed that the buffalo herd continues to increase and has now reached forty-six head, there having been a natural increase of six during the past year. There has also been satisfactory progress with the other animals of different species in the park preserve, the superintendent reporting increases amongst each of them.

I desire to call special attention to the remarks of the superintendent with regard to Yoho Park, and also to the valuable information contained in his report, respecting the Bankhead coal mines. His reference to the natural beauties of the Yoho valley and to the scenic magnificence generally of this extensive addition to the national park, are such as to leave no doubt as to the wisdom of the action taken by the government two years ago in reserving this tract of country for park purposes.

The discovery and opening up of the Bankhead coal mines is a matter of such national import in so far as the development and material welfare of Western Canada are concerned, that there is no doubt that the views of the superintendent with regard to the possibilities of these mines will be read with much interest.

In view of the increased population of Banff, the superintendent's reference to the urgent necessity for providing a system of waterworks and sewerage for the town, is one worthy of consideration, and the matter is now engaging the attention of the department.

SESSIONAL PAPER No. 25

## THE YUKON TERRITORY.

The report of the Commissioner of the Yukon Territory will be found under section VII. of the general report.

The general result of the year's work in the district would appear to have been quite satisfactory. While there can be no doubt, as pointed out by the commissioner, that there is not perhaps the same opportunity offered to persons with little capital to work out properties as there was at the opening up of the district, the field is one which offers very bright prospects for the operation of the mines on a larger scale. There has been a marked improvement during the past season in this regard.

There never was a country in which there was so great a boom and which underwent the inevitable re-action with less serious results than Dawson and vicinity. It should be considered that every branch of business was overdone, and while of necessity many in every branch were compelled to leave the district, the men engaged in mercantile pursuits are agreed that business has never been more substantial than it is at the present time, and from present indications there is no reason to doubt that years from now the Yukon will be much more flourishing than it ever has been.

Although the gold output for the last year has not been quite as large as for the previous season, still it remains the largest gold producing field of Canada, and the fourth largest in the world. When one considers that the total production of gold from the Yukon since 1897 has been over \$100,000,000 or over one-half of the total production of Canada since 1862, there can be no doubt as to the value of the district as a national asset.

It is gratifying to note that the affairs of the district have been administered with care, and with a due regard to economy, there being a surplus of over \$40,000 to the credit of the local revenue for the past year.

The reports of the various heads of branches, with detailed statements as to the same, will be found appended to the commissioner's report.

## DOMINION OF CANADA ASSAY OFFICE.

The report of the Superintendent of Mines under Part VIII. will be found to contain very interesting information with regard to the operations of his office during the past, especially as relating to the matter of electric smelting, a subject which received considerable attention at his hands as Chairman of the Commission appointed by the government to visit Europe last year and investigate the different electrothermic processes now in operation for the smelting of iron ores and the production of steel. The report of the commission will be issued at an early date, and in view of the superintendent's statement that the results of the investigation were very gratifying there is no doubt that the commissioners' report will be read with much interest.

I desire also to call attention to the very careful data furnished by the superintendent as regards the production of peat fuel as a substitute for coal and coke which is



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now being imported into Canada so extensively. There can be no question that in view of the scarcity of coal throughout the provinces of Quebec and Ontario, and our consequent dependence upon outside supply in the matter of fuel, the subject of developing the extensive peat areas of these provinces as well as of Manitoba, and thus making up the deficiency in our fuel supply, is one which should command very careful attention from an economical point of view.

## FORESTRY.

The report of the Superintendent of Forestry will be found under Part X. of the general report. There would appear to have been satisfactory progress in this important branch of the work of the department during the past season, as evidenced by the large increase in the number of trees that have been distributed to settlers applying for the same throughout Manitoba and the Territories. It is pleasing to observe from the superintendent's report that the trees given out have on the whole done exceedingly well.

From the results obtained so far through the efforts put forth by the department within the past five years to popularize the culture of trees on the western plains, there would appear to be very reasonable ground for hoping that within a few generations the present wealth of that part of the country as agricultural fields will have been very materially increased through afforestation, and that the importance of this subject, from a national standpoint, will command as much attention as it has for centuries past, and as it does to-day in the leading countries of Europe. The work of the forestry branch is of course only in its incipient stage as yet, but the results that have been obtained so far, both through its operations as an educative agency, and for the practical purpose of assisting settlers in making a success of their tree planting venture, more than fully justify the comparatively small expenditure of public moneys which the work has involved.

It is a matter of regret that there should again have been destructive forest fires during the past season. The department is fully alive to the importance of using every effort to prevent such fires, and with that end in view a staff of forest fire rangers is kept always ready at hand in the vicinity of the timber preserves under the control of the government. That these rangers are rendering very effective work is borne out by the superintendent's statement that although the past summer in British Columbia has been exceedingly dry, and that in consequence bush fires were general, through the efforts of the rangers very little merchantable timber was destroyed in that part of the country.

The superintendent's suggestions as regards the urgent necessity of having a careful examination made of the unsettled districts of the country, so as to ascertain the true character of the land and the nature of its resources, would appear to be worthy of early and serious consideration, and there is no doubt that it would be in the public interest to have steps taken on the lines indicated.



## SESSIONAL PAPER No. 25

## SCHOOL LANDS.

No auction sales of School lands were held either in Manitoba or the North-west Territories during the fiscal year, but with a view to holding a series of such sales in the near future in the Territories, an inspection was made of a large number of school sections in Western Alberta, in the vicinity of the line of the Calgary and Edmonton Railway, and of the Crow's Nest Branch of the Canadian Pacific Railway, and a valuation placed thereon; and also of a considerable number of these lands in Eastern Assiniboia in the Yorkton and Saltcoats district, along the line of the Yorkton and North-western Railway. In accordance with the understanding to that effect with the North-west government, the minimum upset price was fixed at \$7 per acre.

The report of the clerk in charge of the school lands branch, which will be found under No. 27 of the Dominion lands section of the report, shows that there is a strong demand for leases of school lands for grazing purposes, 300 grazing leases having been issued during the past fiscal year. The number of these leases in force for school lands on June 30, 1904, was 914. The revenue from these lands during the fiscal year was \$11,567.33.

Nine leases have also been issued for coal mining purposes, the rental from which for the fiscal year was \$631.18. The royalty under these leases is 10 cents per ton of the coal mined, but so far no royalty has been collected as the mines are not yet in working order, but as soon as they are in active operation there will probably be a considerable revenue from this source.

The revenue from Manitoba school lands for the fiscal year was \$212,366.82, of which \$203,448.43 was from sales, and the balance from cultivation permits, grazing, timber, hay and coal, a full statement of which is shown in the report of the School Lands Branch. For the same period, the revenue from the North-west School Lands was \$21,402.80, of which \$9,104.26 was from sales. The total net revenue from both Manitoba and the Territories for the fiscal year was \$232,864.75.

The balance to the credit of the School Lands Funds of Manitoba and the several provisional districts of the North-west Territories on June 30, 1904, was as follows:—

Manitoba . . . . .	\$1,141,474 12
Assiniboia . . . . .	167,292 33
Alberta . . . . .	50,676 21
Saskatchewan . . . . .	2,514 88

## THE DISTRICT OF KEEWATIN.

The report of His Honour the Lieutenant Governor of Manitoba, who is ex-officio Lieutenant Governor of the District of Keewatin, upon the condition of the latter territory, will be found at Part IV. of the general report.

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As mentioned by His Honour, the natives of his interior district have passed a fairly prosperous year, and the bands of Indians scattered through the country have been exempt from privation or any serious outbreak of sickness.

The Lieutenant Governor's suggestion with reference to the advisability of making provision for the administration of justice in the district, is one which demands immediate consideration, and I would recommend that such steps be taken as will provide suitable machinery in this relation, especially as regards the administration of criminal justice, and of the estates of intestates. As pointed out by His Honour, trade is extending over the district, and property is being accumulated, and there does not appear to be any reason why persons locating there should experience any difficulty in the matter of the administration of their property.

As regards the matter of the protection of game, I may say that steps have already been taken to ensure the enforcement of the law in this respect. An Order in Council was passed recently vesting in Superintendent Moodie, who has just proceeded on the ss. *Arctic* to northern portions of Keewatin, in Hudson Bay, such powers as will enable him to issue such proclamations and institute such proceedings as will put a stop to the destruction of game complained of.

I have the honour to be, sir,

Your obedient servant,

JAS. A. SMART.

PART I

DOMINION LANDS





## No. 1.

## REPORT OF THE COMMISSIONER.

DEPARTMENT OF THE INTERIOR,

OTTAWA, October 18, 1904.

JAS. A. SMART, Esq.,

Deputy Minister of the Interior,

Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1904, on this branch of the department, together with the reports of the Inspector of Agencies and the several local agents.

The work in my office during the past year has been exceptionally heavy, and there is every prospect of it increasing as immigration continues and fresh homesteads are taken up. Settlers constantly find it necessary to write to the head office for information and advice, and as many more become entitled to patent each year, the volume of work performed is proportionately increased.

I submit a comparative statement for the past six years, which sets forth the transactions of this office :—

## STATEMENT OF WORK.

	1899.	1900.	1901.	1902.	1903.	1904.
Files dealt with.....	24,611	26,527	31,153	35,877	54,784	76,426
Correspondence—						
Letters sent.....	16,284	18,897	21,620	25,954	37,169	52,458
Triplicates.....	8,884	10,585	16,978	18,887	28,271	35,865
Total.....	25,128	29,482	38,598	44,841	65,440	88,323
Applications for patent—						
No. examined.....	4,418	5,464	5,456	6,929	8,051	8,961
New applications.....	2,500	2,373	2,262	3,116	4,062	5,039
Certificates issued.....	2,740	2,895	2,131	3,686	4,071	4,854

I would draw attention to the limited accommodation provided for my staff, and the inconvenience to which they are thereby subjected. With the prospect of a large increase in the transactions, and, consequently, additional assistance, the necessity for more room becomes more urgent.

The reports of the agents show a most satisfactory condition in the west. Settlement is proceeding rapidly, and in districts hardly known before schools, churches and post offices are being built and established, indicating the class of people who are

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coming to us. In some localities surveys are needed, and settlers are pushing forward and locating on unsurveyed lands in the expectation of securing entries when they come into the market. This is particularly noticeable in the direction of the proposed railway extensions. Where the line of the Canadian Northern Railway has been constructed there has been a great demand for homesteads, and it may be said that everywhere there is keen competition for lands, resulting in the institution of cancellation proceedings in many cases where grounds exist for believing that the duties are in default.

One consequence of this activity has been that our homestead inspectors have been heavily pressed with work, and, as the department is desirous of having all available lands thrown open to settlement, cancelling defaulting entries after due inspection, the question of appointing additional inspectors will require attention at an early date.

The crops during the present year have been excellent, and with the high prices now paid for wheat farmers are sharing in the general prosperity of the country.

The precautions taken for the prevention of forest and prairie fires have been successful, and no reports of serious damage have reached me. There is reason to believe that the forestry branch is awakening interest in the settlers to the necessity for guarding our timber, and providing for future supplies by planting trees. Great numbers of young trees are distributed for this purpose, and already many farms show the result of this movement.

Extensive sales are reported by various land companies and others, particularly in the older settlements, to people who having the necessary capital prefer locating there to going further afield and taking up homesteads. The number, if it could be ascertained, would probably materially increase the returns of the agents.

Your obedient servant,

J. W. GREENWAY,  
*Commissioner.*



SESSIONAL PAPER No. 25

No. 2.

REPORT OF THE INSPECTOR OF DOMINION LAND AGENCIES.

DEPARTMENT OF THE INTERIOR,

OFFICE OF INSPECTOR OF AGENCIES,

WINNIPEG, October 3, 1904.

JAMES A. SMART, Esq.,

Deputy Minister of the Interior,  
Ottawa.

SIR,—In submitting my annual report for the departmental year ending June 30, 1904, I have little of public interest to relate apart from the information given in the statements appended, which show in detail, in as far as figures can reveal, the volume of work performed at the respective local land and timber offices, at the sub-offices, and by the homestead inspectors and forest rangers.

My work covered an inspection of all the local officers in connection with which you received full particulars in separate reports. From these reports you will have gathered that the business is being carried on generally in a highly satisfactory manner. Compared with the preceding year the business shows a falling off under several headings, as will be seen on reference to statement 'A.'

The agents and homestead inspectors have been active in securing cancellations of land under homestead entry wherein the entrants failed in performing the required duties. The cancellations for the year number 8,454 as against 5,112 for the preceding year.

The increase in the correspondence shown by the statement is due to the large number of cancellations and letters of inquiry from intending settlers.

As will be observed from statements 'B' and 'C,' a falling off is also shown in the amount of work performed during the year by the sub-agents of Dominion lands and the homestead inspectors. In the case of the last named the decline is not due to shortage in the work, which is rapidly increasing.

Statement 'D' gives a summary of the work performed by the forest rangers.

This staff has been very active during the year and has given excellent service.

Respectfully submitted,

E. F. STEPHENSON,

*Inspector of Agencies.*

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## A.—DOMINION Land Agencies, principal transactions for the year ending June 30, 1904.

Agencies.	Homestead Entries Granted.	Land Sales.	LAND SCRIP LOCATED.		Applications for Patent received.	Land Entries cancelled.	Timber Permits issued.	Hay Permits issued.	LETTERS.		REVENUE.		EXPENDITURE.		
			No.	Acres.					Received.	Sent.	Scrip.	Total Scrip and Cash.	No. of Staff.	Salary.	Contingencies.
Alameda.....	1,682	27	33	4,040	418	1,098	787	95	18,004	14,475	640 00	23,982 19	4	3,743 30	586 62
Battleford.....	1,774	10	83	14,640	4	314	72	37	5,185	4,062	30 00	17,789 11	3	1,747 09	153 36
Brandon.....	499	63	.....	.....	389	439	403	27	13,643	13,196	3,999 46	24,152 04	4	3,919 92	323 12
New Westminster Timber Branch.....	.....	.....	.....	.....	.....	.....	67	.....	2,013	2,108	.....	29,575 73	2	2,503 44	423 05
Calgary.....	2,676	74	9	1,931	298	573	715	97	23,571	14,550	8,786 67	52,385 83	6	3,876 53	685 58
Dauphin.....	389	11	.....	.....	407	136	1,448	84	6,673	4,762	200 00	16,244 58	6	2,183 30	982 29
Edmonton.....	2,584	62	131	16,328	804	1,075	1,417	26	16,547	14,267	2,109 28	41,816 38	6	4,916 90	960 49
Kamloops.....	178	72	.....	.....	43	33	.....	14	3,309	3,303	4,790 58	19,493 95	1	1,400 00	85 66
Lethbridge.....	1,731	189	.....	.....	230	417	300	80	13,622	8,977	5,833 78	38,512 33	4	3,482 97	568 04
Minnedosa.....	271	9	.....	.....	174	77	443	136	5,343	4,308	201 50	6,056 76	2	2,199 96	208 81
New Westminster Lands Branch.....	27	19	.....	.....	14	.....	.....	.....	1,893	1,548	5,831 50	8,641 85	1	1,400 00	198 65
Prince Albert.....	1,637	33	16	2,080	272	660	1,262	47	8,472	6,937	1,966 76	36,304 68	5	3,757 44	320 31
Red Deer.....	1,234	22	.....	.....	330	490	895	33	11,871	5,947	1,026 43	17,444 89	2	2,040 00	361 47
Regina.....	6,622	98	115	12,821	603	1,911	591	189	39,639	30,384	10,841 01	86,572 87	av12	10,766 64	1,324 59
Yorkton.....	3,932	40	93	18,650 48	343	1,011	411	101	14,199	12,069	4,029 76	53,639 68	6	4,185 89	346 27
Winnipeg.....	871	102	.....	.....	324	220	1,463	132	18,441	16,410	5,525 54	79,337 78	av12	11,666 63	5,479 03
	26,167	831	480	70,490 48	4,653	8,454	1,0274	1,098	202,485	157,303	55,812 27	552,250 65	72	63,800 01	12,997 34
Compared with year 1903.....	31,427	1,521	1,041	140,720 82	3,976	5,112	9,707	1,583	168,919	110,940	117,915 10	686,533 67	64	53,583 47	11,732 87

NOTE.—The contingencies of the Winnipeg Office include the salary and expenses of Forest Ranger Walkinshaw and expenses of Forest Rangers McMillan, Rutherford and Cox.

E. F. STEPHENSON,  
Inspector of Agencies.

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Name.	Place.	Applications or homestead entries taken.	Applications for patents taken.	Applications for timber permits taken.	Applications for hay permits taken.	Amount remitted to Land Office.	Salary.	Expenses, Postage, exchange and commission.	Remarks.
						\$ cts.	\$ cts.	\$ cts.	
Dubois, M. J.	Duck Lake.	186	49	152	18	2,515 49	300 00	12 04	
McIntosh, Robt.	Saskatoon.	1,236	2	210	45	11,888 35	450 00	76 74	
Nixon, Jos.	Macleod.	417	28	104	31	9,595 50	450 00	26 95	
Taylor, R. B.	Grenfell.	505	46	135	33	5,336 49	300 00	59 56	
Douglas, R. M.	Tantallon.	14	27	71	..	140 00	180 00	1 58	
Walker, F. A.	Ft. Saskatchewan.	184	15	..	..	2,297 16	300 00	14 65	
Reed, C. C.	Ponoka.	172	150	93	15	6,166 89	300 00	44 13	
Page, Spencer.	Wapella.	82	56	8	5	2,783 30	300 00	15 02	
Cook, A. B.	Arcola.	319	124	262	43	3,738 70	300 00	41 12	
Green, Seymour.	Moose Jaw.	637	68	..	3	6,333 00	420 00	41 10	{ 3 months.
Fysh, O. B.	Weyburn.	575	85	1	5	6,122 75	450 00	41 52	{ 9 "
Mitchell, R. M.	Melfort.	277	38	116	..	2,958 49	300 00	18 19	{ 4 months
King, R. R.	..	..	..	..	..	..	..	..	{ 8 "
Wilde, A. E.	Estevan.	401	25	5	.6	4,199 80	180 00	..	{ 3 months
Musgrave, F. J.	Cardston.	39	63	25	..	434 50	300 00	6 70	{ 9 "
Elton, D. H.	..	..	..	..	..	..	..	..	{ 3 months
Newth, R.	Ft. Qu'Appelle.	715	27	25	26	7,471 10	300 00	45 10	{ 9 "
Harley, H.	Swan River.	142	124	321	22	2,676 64	300 00	12 26	
Wilson, H. G. W.	Indian Head.	193	24	..	10	1,007 00	300 00	26 54	
Vickerson, Frank.	Lacombe.	474	156	143	28	6,103 68	450 00	36 39	
English, J. J.	Maple Creek.	198	9	32	29	2,207 00	300 00	20 40	
Miquelon, P. A.	Wetaskiwin.	855	20	52	20	9,128 25	450 00	50 91	{ 11 months
Ward, D. A.	..	..	..	..	..	..	..	..	{ 1 "
Cox, A. E.	Pincher Creek.	214	59	58	5	4,962 70	300 00	30 69	
Cochran, L. B.	Medicine Hat.	328	43	110	49	4,451 61	600 00	45 54	
Bunn, J. R.	Milestone.	160	40	12	7	1,618 10	300 00	24 17	
Holden, J. B.	Leaue.	119	59	28	4	7,773 30	300 00	45 42	
Lapointe, Jos.	Willow Bunch.	1	..	1	..	10 25	..	1 95	
De Dettal, H.	Rosthern.	859	103	345	17	10,253 89	900 00	28 77	Paid by commission.
Yeo, J. W.	Stuartburn.	99	64	187	19	1,323 32	300 00	24 27	
Douglas, H. M.	Innisfail.	214	48	157	18	2,776 30	300 00	22 45	
Paul, S. B.	Moosomin.	41	25	4	..	723 75	300 00	9 48	
Moore, O. S.	Olds.	416	109	137	21	4,753 00	600 00	37 03	{ 5 months
Gooderham, J. H.	..	..	..	..	..	..	..	..	{ 7 "
Martineau, H.	Touchwood Hills.	60	..	..	..	630 75	180 00	2 62	

No returns for March, April, May and June.



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B.—List of Sub-Agents of Dominion Lands and Statement of principal work performed by them during the year ended June 30, 1904—  
*Continued.*

Name.	Place.	Applications or homestead entries taken.	Applications for patents taken.	Applications for timber permits taken.	Applications for day permits taken.	Amount remitted to Land Office.	Salary.	Expenses, Postage, exchange and commission.	Remarks.
						\$ cts.	\$ cts.	\$ cts.	
McGregor, A. B.	Davidson.	283			6	2,920 00	300 00	19 16	
Holmes, W. E.	High River.	544	19	87	7	5,648 90	300 00	43 33	
Millburn, Wm.	Swift Current.	132	1	1	5	1,344 65	307 50	10 44	
Oxley, R. W.	Hanley.	266		25	1	2,634 00	300 00		
Flamont, Geo.	Lloydminster.	309		6		2,269 55	250 00	7 32	
Bender, J. M.	Nanton.	244	5	8	1	2,440 10	125 00	16 44	Off duty 15 Sept. to 30 Nov. 1903.
Palmasson, P.	Pine Valley.	7		74		469 15	90 00		Appd. 29 August, 1903.
Wakefield, A. G.	Ranchdale.						25 00		Appd. 14 January, 1904.
Jansen, John.	Jansen Lake.						25 00		Commenced work, January, 1904.
Stephens, Alex.	Redvers.								Appd. 31 May, 1904—No return.
Bobier, Joshua.	Dubuc.								Appd. 13 May, 1904— " "
									Appd. 21 June, 1904— " "
									Appd. 22 " " " " "
		11,917	1,711	2,995	499	144,167 41	12,352 50	959 98	
Compared with year 1903.		13,364	1,356	2,832	366	165,221 55	10,266 53	1,001 33	

E. F. STEPHENSON,  
*Inspector of Agencies.*

## SESSIONAL PAPER No. 25

C.—STATEMENT showing the work of the Homestead Inspectors for the year ended June 30, 1904.

Name.	Headquarters.	Land Inspections made.	Applications for patent taken.	Miles travelled by Wagon.	Miles travelled by Rail.	Travelling and living expenses self and team	Expense for new and old travelling equipment.	Remarks.
Bryant, T. W. ....	Calgary. ....	358	157	5,112	1,866	848 27	27 50	From 19th Oct. 1903 to 30th June, 1904. 6 months.
Borthwick, Thos. ....	Prince Albert. ....	178	52	2,596	1,823	463 83	452 25	
Jerome, Martin. ....	Winnipeg. ....	58	42	1,427	1,889	326 40	22 70	
Jonasson, S. ....	" .....	43	38	654	556	198 70		Temporary—53 days in July & Dec. 1903 & Jan., Feb., March & April 1904.
Gibson, J. S. ....	Brandon. ....	228	157	2,219	3,209	473 90	7 00	11 months.
Buchanan, D. ....	Minnedosa. ....	244	145	4,713	756	604 65	15 10	
McGregor, R. E. ....	Dauphin. ....	144	97	3,339	711	754 79	11 90	
Bell, Geo. A. ....	Alameda. ....	169	234	2,627	2,348	554 42	323 65	3 months.
McCallum, N. G. ....	Yorkton. ....	208	224	4,677	1,294	502 85	22 35	
Wilson, Stephen. ....	Red Deer. ....	11	22	185	236	41 13	9 39	
McDiarmid, Jas. ....	Edmonton. ....	339	299	4,694		698 24	41 80	10 months.
Stuart, W. W. ....	Calgary. ....	201	17	2,616	9,831	905 29	125 00	
Pollock, J. R. ....	Regina. ....	359	182	2,649	906	465 75	75 35	
Clouston, G. H. ....	Battleford. ....	34	3	1,715		184 61	356 20	9 " "
Baumerman, J. A. ....	Red Deer. ....	209	62	1,587	542	356 14	126 65	
Foley, R. D. ....	Winnipeg. ....	260	136	2,879	1,194	357 95	70 40	
Porter, S. P. ....	Regina. ....	91	22	846	460	126 40	3 00	resigned.
Compared with year 1903. ....		3,134	1,889	44,535	26,421	7,863 33	1,690 24	
		3,217	2,096	56,651	31,891			

E. F. STEPHENSON,  
*Inspector of Agencies.*

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D.—Work performed by Forest Rangers and Preventive Officers for the year ended June 30, 1904.

Name.	Headquarters.	Timber permit Applications received.	Hay permit Applications received.	Seizures made.	Miles travelled by Wagon and Rail.	Land Inspections made.	Number of Applications for patent taken.	Remarks.
Margach, W. I.	Calgary	.....	.....	24	11,165	72	.....	Also Homestead Inspector.
McDonald, D. J.	Kamloops	35	.....	1	3,958	99	37	Actg.
Young, Thos.	Dauphin	67	.....	3	7,245	113	64	"
McMillan, Wm.	Treherne	11	2	7	5,042	166	156	"
Walkinshaw, C. A.	Boissevain	49	6	.....	2,563	5	.....	"
Rutherford, John	Carlyle	461	.....	.....	4,046	80	.....	.....
Coxe, Joseph	Selkirk	61	.....	12	3,395	10	.....	.....
Cameron, J. A. C.	Edmonton	7	.....	4	5,948	9	.....	.....
Robertson, A. L.	Prince Albert	172	.....	37	3,598	61	70	Homestead Inspector from 30 June to 1 Oct. 1903.
White, J. B.	Winnipeg	88	.....	19	7,369	90	.....	.....
		951	8	107	54,329	705	327	.....
Compared with year 1903.		599	6	7	32,475	311	222	.....

E. F. STEPHENSON,  
*Inspector of Agencies.*



SESSIONAL PAPER No. 25

## No. 3.

## REPORT OF THE AGENT AT ALAMEDA.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

ALAMEDA, ASSA., Aug. 9, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1904.

There has been a large increase in the work done in this office over any previous year, especially in the number of letters received and written, and while the number of homestead entries granted was not so large as the previous year, this was owing to the fact that the desirable free grants within a radius of 20 miles of railway have been taken up. A great number of applications for cancellation of homestead entries have been filed by intending settlers, with a view of having these lands opened for re-entry or making the homesteader comply with the Act; the result is that the district is being settled by bona fide farmers.

The majority of the settlers who are taking up homesteads in this district are from the United States, many of whom are former Canadians.

The crop prospect for this season is good, and while there will not be so much straw as last year, it is expected that with favourable weather wheat will average 18 to 20 bushels per acre. There is a general air of prosperity throughout the district, and the demand for labour both in the towns and on the farms is greater than the supply.

Appended is a statement of work performed this fiscal year :—

Letters received.....	18,004
Letters written.....	14,475
Applications for patent.....	418
Entries cancelled.....	1,132
Homestead entries.....	1,682
Land sales (cash).....	21
Land sales (scrip).....	6
Land scrip located (acres).....	4,040
Timber permits issued.....	787
Hay permits issued.....	95
Timber seizures.....	4
Revenue.....	\$23,982.19

Your obedient servant,

R. CLAUD KISBEY,  
*Agent of Dominion Lands.*

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## No. 4.

## REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

BATTLEFORD, September 8, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I beg to submit the report of this agency for the fiscal year 1903-4.

The volume and nature of the work of this office during the year prove conclusively that this district has at last reached the period of rapid development. By way of comparison it may be stated that during the sixteen years preceding June 30, 1902, the total number of entries at this office was 676; during 1902-3 the number was 1,246, and during the past year, 1,988. These figures include homesteads and pre-emptions together with a few sales of farm lands and lots in the town site of Battleford. The business now being conducted here indicates a still greater proportionate increase during the current year.

Another evidence of the rapid expansion of the district is the fact that during the past two years the Canadian Pacific Railway Company has sold 630,818 acres of land, a large proportion of which has passed directly and indirectly into the hands of actual settlers. These lands were selected by the company many years ago, but there was practically no market for them until recent times.

All kinds of agricultural pursuits have prospered during the year. Last summer's grain crops were harvested in good condition and the yield was unusually large. A sample of wheat grown here last summer was forwarded to the Central Experimental Farm, Ottawa, for analysis. The result of the test was exceedingly satisfactory, 97 per cent having germinated, of which 89 per cent made strong and 8 per cent weak growth. The samples of last year's oats exhibited at this office to large numbers of practical farmers from various distant places were much admired by all.

The harvest prospects this year are good also. Seeding time was later than usual, but the growth was rapid and the crops of grain are maturing fairly early. It is expected that the yield will not be so abundant as that of last year, but the acreage is much greater and the total production is, therefore, no doubt sufficient to meet local demands. As there is still no means of profitable transportation no farm products are intended for export. But in view of the probable completion early next spring of the line of the Canadian Northern Railway, preparations are now being made by the farmers here for more extensive seeding operations next spring. It is expected that there will be 15,000 acres under crop next year, whereas the present area is scarcely 9,000 acres.

Last winter was unusually lengthy and the snow was very deep and some of our ranchers experienced much hardship in consequence. As a rule our ranchers stack hay in various places over the prairie where they cut it, and haul it to the ranche feeding corrals during the winter as required. By this practice time is economized generally, but last winter's deep snow caused such difficulty in the feeding process that the practice will be modified to some extent in future. Some losses occurred through starvation, and the stock generally did not present the usual excellent condition in the spring. On the whole, however, good profits attended the efforts of our ranchers during the year.



## SESSIONAL PAPER No. 25

With the advent of the new classes of American and eastern Canadian farmers other branches of agricultural pursuits are engaging more popular attention. Poultry and dairy farming and market gardening are receiving better attention, and it is probable that our settlers will be in a position to export dairy products as soon as the new line of railway will be able to do business in this locality. For many years to come this district will prosper more particularly in the various departments of mixed farming.

The opening up of a large additional tract of territory to the south and west of this place is attracting a large number of home seekers. In fact the various townships recently opened for settlement in all directions from this place are being looked over eagerly by those coming a long distance to get the best land obtainable. Settlements are being formed rapidly everywhere. Post offices are being established and school districts are being organized in localities which until a few years ago were seldom even heard of, and never visited by white men excepting when hunting wild animals.

It is quite impossible to arrive with certainty at the figures representing the influx of population, but from examination of the records of this office and from assistance derived from members of the staff and from various land guides, I have estimated the total increase of population during the year as 4,600, as compared with 3,800 during the previous year. At the present time the population is increasing more rapidly than ever before owing to the fact that many of the new settlers are only now in a position to bring their families to their new homes.

It is gratifying to know that the large body of British colonists who came out in the spring of last year chiefly under the auspices of Rev. I. M. Barr, are succeeding in their efforts. Soon after their arrival there were various complaints made by the large majority of them as to misrepresentation of the conditions prevailing here, and it was feared for a time that the reasons given for complaining against their leader would cause a general feeling of discontent on the part of the colonists which might interfere more or less seriously with their chances of ultimate success as agriculturists. But I am glad to say that no such discontent now exists, and I am convinced that the period of anxiety for the welfare of this large and intelligent and industrious body of immigrants is altogether past. One of the pleasing features in connection with the work of this office is the generous recognition by these people of the efforts made by the department and its officials to advance their material interests.

The following figures represent the work done at this office during the year:—

Letters received.....	5,185
Letters written.....	4,062
Duplicates and circulars.....	1,787
Homestead entries.....	1,774
Cancellations.....	314
Applications for patent.....	4
Land scrip located.....acres	14,640
Hay permits issued.....	37
Timber permits issued.....	72

The total revenue of the office for the year was \$17,789.11, and the total expenditure, including salaries, was \$1,902.45.

Your obedient servant,

R. F. CHISHOLM,

*Agent of Dominion Lands.*



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## No. 5.

## REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
BRANDON, MAN., August 15, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I beg to inclose herewith the Dominion Lands annual report for year ending June 30 last.

The prospects have never been brighter; the early spring allowed a very large area of crop to be put in, and the favourable weather since is producing one of the largest crops ever harvested. The harvest is a few days later than usual, owing to the cool weather, but it is now ripening rapidly and will be ready to reap in first-class condition within the next few days.

The demand for land steadily increases, homesteaders buying adjoining quarters of odd numbered sections when they are available. The number of homestead entries granted in this agency is not as large as last year. This is owing to the fact that the lands available for this purpose have all been taken up, not to the want of applicants. The applications for cancellation of entries are even larger than the previous year, which shows the anxiety of all incoming settlers to obtain homesteads in as central locality as possible, and have all the lands settled and under cultivation by bona fide farmers, not mere speculators.

Each year the immigration increases, and the parties arriving are of a better class, more fitted for the part they have to fill in building up a new country. A larger number have enough capital to give them a fair start in their farming operation, and the good mechanic has no difficulty in obtaining work at a high wage. The men coming out to do farm work have had no difficulty in getting placed with good farmers, and there have been no complaints from employers or employees, showing the men coming in are more capable than formerly.

The following is a statement of the work performed during the past year:—

Homestead entries. . . . .	488
Applications for patents. . . . .	389
Cancellation of entries. . . . .	439
Letters received. . . . .	13,643
Letters sent. . . . .	13,196

I am, sir,

Your obedient servant,

L. J. CLEMENT,

*Agent of Dominion Lands.*

## No. 6.

## REPORT OF THE AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

CALGARY, August 15, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit my report of the work performed in this office during the year ended June 30, 1904. The number of homestead entries, 2,676, exceeds the number granted the previous year by 760.

The revenue from lands amounts to \$41,819.31, exclusive of a very large amount paid at head office on account of sales of lands, coal lands, grazing leases, &c., being a decrease of \$425.60 from the revenue of the previous year, which is due to the withdrawal of all lands from sale by the department.

As the business for the timber and mines branch for this district is also conducted at this office, I may mention that the revenue from this branch amounts to \$10,584.02, which exceeds the amount for the previous year by \$2,270.46. A separate report in connection with the timber and mines branch is being prepared.

The crops were not up to the average on account of there having been too much rain when we should have had ripening weather, but the winter was exceptionally good and stock wintered well on the ranges. This summer has been very favourable and prospects for a good crop in this district were never better, as we have had the necessary heat and moisture.

The cattle and lumbering industries are in a flourishing condition.

Mr. Jas. Winn, caretaker of the immigration hall here, estimates that about 15,000 immigrants landed in Calgary during the fiscal year, and that the majority of these have settled in the Calgary district.

The settlers throughout Alberta appear to be doing well and are perfectly satisfied and contented. The city of Calgary, which has now a population of about 10,000, has doubled its population in the last four years. Other towns throughout the district have been going ahead rapidly.

I append hereto a detailed statement of receipts on account of Dominion lands.

Attached hereto also find a statement of work performed at this office.

I am, sir,

Your obedient servant,

J. R. SUTHERLAND,

*Agent of Dominion Lands.*

## CALGARY DOMINION LANDS AGENCY.

Statement of receipts on account of Dominion lands for the year ending June 30, 1904.

2,676 Homestead entries. . . . .	\$26,455 00
51 Payments on improvements. . . . .	1,456 66
106 Land sales. . . . .	13,696 00
9 Seed grain collections. . . . .	202 65
9 Half-breed scrip locations. . . . .	
9 Sundry sales. . . . .	9 00
	<hr/>
	\$41,819 31

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Letters received.....	23,571
Letters written.....	14,550
Applications for patent received.....	298
Entries cancelled.....	673

## CALGARY OFFICE.

Statement of work performed for the year ending June 30, 1904 :—

Letters received.....	23,571
Letters written.....	11,550
Applications for patent.....	298
Entries cancelled.....	673
Homestead entries granted.....	2,676
Land sales.....	106
Half-breed scrip locations.....	9
Ground rent collections.....	14
Royalty on sales.....	27
Timber permits issued.....	715
Timber seizures.....	20
Hay permits issued.....	97
Grazing rent collections.....	107
Transactions <i>re</i> permits to mine coal.....	43
Transactions <i>re</i> coal lands fees.....	8
Seed grain collections.....	9

## No. 7..

## REPORT OF THE AGENT AT DAUPHIN.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,

DAUPHIN, MAN., June 30, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit the following report on the Dauphin land district for the year ending this day.

I am pleased to be able once more to report that the prosperity of the district, as a whole, is marked, and that indications point to a repetition of last season's good harvest, though some rain would be of great benefit at present; still, crops are not as yet suffering on this score.

The yield of last season was heavy, grades fair, and as high prices prevailed, the settlers had much to be thankful for; it is estimated that not less than 800,000 bushels of wheat were shipped out of the district.

Very large addition has been made to the areas under cultivation, and breaking for next year's crops is being carried on in all parts; conditions during harvest being favourable, the output should be largely in excess of former years.

The coarser grains have, as in the past, been grown only for local consumption, and in fact, not in sufficient quantities to meet demands, as oats in considerable quantities have had to be imported for use on railway construction and in the lumber camps.



## SESSIONAL PAPER No. 25

More attention is being paid to stock, and the importation of some first-class animals should improve the breeds in both horses and cattle, but few sheep are kept, the scrub and bush lands not offering favourable range for them, and pigs have not that attention shown to them that the demand would justify, as considerable quantities of both fresh and cured pork are being constantly brought into the district; in fact, I may say that this applies to all produce other than wheat.

Stock wintered well, there having been a fair quantity of feed, though hay brought higher prices than ever before.

The various municipalities have done much in improving roads, bridges and grades having been built and ditches dug, so far as the money at command warranted. Still, much remains to be done, as the high water of last year and this spring, having taken out several bridges, new ones had to be built, thus in a measure curtailing new work that should have had attention.

Many schools and some churches have been erected, where conditions called for same, and more are being taken in hand.

Lumbering operations, both by the limit holders and small portable mills operating on permits, were carried on to a greater extent than in former years, many settlers from great distances having taken advantage of the cheap rates under dues to secure timber from the Riding and Duck mountains; still the heavy fall of snow in a measure curtailed the work during the early spring. I am not in a position to quote figures as to the output, but there is no question that it was largely in excess of anything in the past. Our officers have had but little trouble in keeping check on these operations, but few seizures having had to be made, though there is room for greater economy in the manufacture in the cases of the small mill men and settlers, as these having no vested interests in the timber often take only a part of felled trees, though the conditions under which permits are granted call for all of the trees cut being used. This grievance our inspectors and rangers cannot combat, the territory over which operations are conducted being too large to enable any close check to be kept on individual cases, and I much fear that unless more stringent regulations are enforced the supply of timber suitable for manufacture, other than that on the limits, will ere long be exhausted. The limit holders, I am glad to say, exercise all possible care both in cutting and manufacturing their timber.

Fires have fortunately done little damage, the weather was favourable, and the rangers did good work in suppressing any that were started.

Most of our bush fires originate where settlers, burning off the scrub on their holdings, permit them to get beyond control.

The number of homestead entries has fallen off somewhat, due in a great measure to shortage of available lands suitable, and I would urge on the department the necessity of having further survey made of any lands that it may be decided are of the class suitable for settlement at an early date and placed on the market without delay, as at present there is but little land left in the district to which to direct settlement. A number of squatters have notified the office of their holdings, but these have not been given any encouragement, but advised to select lands on which entry could at once be made in the proper way.

In spite of the shrinkage in homestead entries, I believe quite as many people came into the district as in former years, as many sales have been recorded, high prices having in many instances obtained.

A general feeling of prosperity prevails; many of the older settlers have improved their buildings and paid more attention to the home surroundings.

I have not met with any cases of destitution, nor have any people asked for relief. Good wages have prevailed, owing to the brisk demand for men on railway construction and in the lumber camps.

The general health of the district has been good. The hospitals at this point and Swan River were able to attend to all patients seeking treatment, and great credit is due to the managements of these institutions.

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I attach a statement of some branches of work put through the office during the year.

Your obedient servant,

F. K. HERCHMER,

*Agent of Dominion Lands.*

Memorandum of certain branches of work carried through the Dauphin Land office during the year ending June 30, 1904:—

Homestead entries granted.....	379
Timber permits issued.....	1,348
Hay permits issued.....	84
Letters received.....	6,691
Letters written.....	4,822
Applications for patent taken.....	407
Entries cancelled.....	136

F. K. HERCHMER,

*A. D. L.*

### No. 8.

## REPORT OF THE AGENT AT EDMONTON.

DEPARTMENT OF INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, ALBERTA, July 4, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1904.

The prosperity reported last year still continues. The crop outlook is excellent, and there has been a uniform increase in settlement in all directions.

The large majority of this year's immigrants were Canadians, English and Americans and were of a very high class.

Settlement extends 100 miles east, and has this year overflowed into the Battleford district from this district. Many settlers have gone down by the river, which is an easy and pleasant trip in fine weather.

Settlement also extends 65 miles north-west, in which direction a large number of English settlers have gone and are doing well.

The weather has been good, both for seeding and for growth. Owing to the lack of good seed the acreage under crop will be about the same as last year.

The office work is still on the increase, especially in the timber and mines branch. There are now some 62 timber berths, and coal areas are being purchased in all directions. The applications for patents, which are very numerous, take a great deal of time, also the portable saw-mill returns, there being some 55 operating in the Edmonton district.

Coal areas are being taken up north and west of Edmonton, also some prospecting for petroleum is being done.



## SESSIONAL PAPER No. 25

The Peace river district would fill up rapidly with settlers if opened up, and most favourable reports are received concerning same. Very many inquiries are received regarding the Peace river district, but intending settlers are advised to locate nearer civilization at present.

## HOMESTEAD ENTRIES AND REVENUE.

1901-1902.		1902-1903.		1903-1904.	
Ent.	Revenue.	Ent.	Revenue.	Ent.	Revenue.
2,144...	\$35,433.11	3,183...	\$47,436.90	2,584...	\$41,816.38

## SUMMARY OF ACTUAL BUSINESS DONE.

Letters received...	16,547
Letters sent...	14,267
Applications for patent...	804
Homestead entries cancelled...	1,075
Hay permits issued...	26
Timber permits issued...	1,417
Homestead entries granted...	2,584
Land scrips located...	131
Revenue...	\$41,816.38

Your obedient servant,

A. G. HARRISON,

*Agent of Dominion Lands.*

## No. 9.

## REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

KAMLOOPS, B.C., July 4, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1904.

There has been a healthy increase in all departments. Homestead entries, though the aggregate is not large, have increased 98 per cent. The increase in revenue from grazing leases has been  $32\frac{1}{2}$  per cent. The revenue derived from land sales has almost been stationary, but the difference is a slight increase. That from all sources aggregates \$19,493.95, and the increase over last year \$3,087.04.

Farmers have done well during the year. Those that had wheat for sale realized from 60 to 75 cents per bushel. The price for beef cattle was low in the fall, and many were left unsold in consequence. The farmers that were fortunate to have them fit for the butcher in the spring got good prices and made handsome profits on the cost of winter feeding.

The winter, though not cold, was long, and by spring many stockmen had to purchase feed. A few head here and there were lost for want of feed and attention, but on the whole, stock came through in fair shape, and as the long winter was succeeded



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by a good spring and summer, they soon put on flesh, and to-day look none the worse for the pinch.

There have been several applications for land in connection with irrigation schemes. It is found that water is not to be had for that purpose within reasonable distance, and the time when an individual can put in an irrigation system of his own is almost past. It can only be done by co-operation or by companies. A company that acquired the most of the land on the west side of the North Thompson river and on the north side of the South Thompson, near Kamloops, finished their canal last autumn. The floods this spring did great damage to their works, and they have lost this season's crop in consequence.

One of the mines in the vicinity has been quite active during the year. It has now passed through the experimental stage, and preparations are being made to turn it into a shipper. Heavy machinery is being installed and a concentrator is being built.

A few individuals have formed a company for the purpose of prospecting for coal. Geologists have given it as their opinion that coal measures underlie the surface not far from Kamloops. There are some surface indications and some desultory work has been done in the past and some coal has been brought to the surface. The present company have arranged to sink a shaft to a depth of 500 feet, and if successful will then instal a diamond drill, and in that manner prospect the surrounding country.

The following is a statement of the work done :—

Letters received. . . . .	3,281
Letters written. . . . .	3,304
Applications for patent received. . . . .	43
Entries cancelled. . . . .	33
Homestead entries granted. . . . .	180
Land sales. . . . .	31
Acres sold. . . . .	3,902

Your obedient servant,

JAMES BANNERMAN,

*Agent of Dominion Lands.*

## No. 10.

### REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

LETHBRIDGE, ALTA., August 8, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1904.

Although the office work for the year ending June 30, 1903, was considered extra heavy compared with that of previous years, I am pleased to relate that for the fiscal year just closed it has been much greater than for the year preceding. The continuous stream of settlers pouring into this office, desiring information and procuring homesteads, has been marvellous, and shows clearly that not only is southern Alberta admirably adapted for stock-raising, but it is considered very suitable for mixed farming.

## SESSIONAL PAPER No. 25

The revenue for the year just closed is not quite as heavy as for the preceding year, which is accounted for by the number of coal land sales made during the year closing June 30, 1903, there being about one hundred more sales completed during that period than during the present year. Am satisfied that had a small portion of the moneys paid direct to the department this year on account of grazing leases in this district passed through this office the revenue would have been much larger than for any previous period.

A large number of homesteaders have already filed applications to purchase Dominion government lands when they are again thrown open for sale, and land companies are continually selling farms to actual settlers, which tends to show that settlers have great faith in this part of the country.

On account of all revenue from timber berths in southern Alberta passing through the Calgary agency, the showing in the timber branch in this office is necessarily much smaller than it would be were the royalties, ground rents, &c., on timber in this district paid through this agency.

Applications for coal lands throughout this part of Alberta are being received in large numbers, and there is little doubt that in the near future the revenue received from this source by the department will be very great, and that this will be one of the largest coal producing districts in the Dominion.

Petroleum lands are being applied for along the Crow's Nest, while lime-burning there is constantly carried on.

The regulations under which grazing leases were granted having for the present been withdrawn, not many leases were granted during the latter part of the closed fiscal year, but from the number of applications for leases received it is very evident that this branch of the work will be greatly increased when the regulations are again enforced.

The sub-agents and other officers throughout this district have been very busy, and deserve credit for the manner in which they perform their departmental duties.

The staff has worked faithfully, and is deserving of favourable mention.

Following is a partial list of the work performed during the past year:—

Letters received.....	13,622
Letters sent.....	8,977
Homestead entries granted.....	1,731
Homestead entries cancelled.....	417
General sales.....	189
Hay permits issued.....	80
Timber permits issued.....	300
Timber seizures.....	8
Applications for patent received.....	230

Your obedient servant,

J. W. MARTIN,

*Agent of Dominion Lands.*



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## No. 11.

## REPORT OF THE AGENT AT MINNEDOSA.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
MINNEDOSA, July 4, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—In my report of the work performed in this office during the year ending the 30th ulto submitted herewith, it will be observed that the number of homestead entries granted is less than the number granted in any recent year. This was not owing to the lack of demand, but because the demand could not be met, the number of desirable quarter sections in this district open to original entry being nearly exhausted. Numerous intending settlers who called at the office on learning this decided to go west, where they could find larger areas of government land from which to select homesteads.

In addition to those calling at the office seeking farms, each mail brings letters of inquiry for available lands, indicating that the desire to obtain homes in Manitoba is on the increase. Besides this several of our successful settlers who last season wrote letters intended for publication, giving their experience in Manitoba and the measure of success achieved by them, have since said letters were published and distributed received numerous letters asking further particulars; indeed one of the writers complained of the large correspondence he has had in this connection.

I add that part of this district is within the permanent timber reserve, and failing to obtain homesteads numbers have squatted on the lands within said reserve, hoping hereafter that they would be granted homestead entries for the lands occupied by them, so that although the number of homestead entries granted in the district is less than usual the number of settlers is probably larger. The extraordinary demand for land is also shown by the number of farms sold at rapidly increasing prices.

The last winter was of unusual length, with a heavy snowfall, and in the spring serious floods were experienced which in some cases prevented or delayed seeding operations, but notwithstanding this, the area of land sown in crop is in excess of the area sown last year, and although the season is later than usual, the crops are well advanced and the promise of an abundant harvest is excellent.

Homestead entries granted. . . . .	271
Letters received. . . . .	5,343
Letters sent. . . . .	4,308
Applications for patent received. . . . .	167
Entries cancelled. . . . .	77
Timber permits issued. . . . .	443
Hay permits issued. . . . .	136

Your obedient servant,

JOHN FLESHER,  
*Agent of Dominion Lands.*



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## No. 12.

## REPORT OF THE AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,

NEW WESTMINSTER, B.C., July 7, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—In accordance with the standing instruction, I beg to submit my report for the year ended June 30, 1904.

To state the case briefly as to scope and character of the duties, I may say that not many new elements enter into the work beyond what I mentioned in last year's report. Although intensely interested during more than twenty years in promoting the settlement of the lands, the adjustment of titles and supplying information verbally and in writing in respect of the railway belt in British Columbia in general—and smaller parts in particular—there are new problems ever to be solved demanding patience, time and close attention.

I am glad to report very satisfactory progress in the development of the district. The best portions receive concentrated action on the part of buyers, who desire small tracts.

The dairying industry is gradually extending as lands are being cleared.

Fruit canneries are being built and operated to prevent the waste which usually takes place when there is a glut in the local market.

The New Westminster steel bridge, costing about a million dollars, is to be opened for railway and wagon traffic in the course of a few weeks.

This will stimulate business in the country south of the Fraser river, giving ready access to New Westminster and Vancouver cities.

A summary of the monthly schedules sent to the inspector of agencies, copies of which were forwarded to your office, shows:—

Letters received. . . . .	1,890
Letters sent, beside circulars. . . . .	1,548
Homestead entries. . . . .	27
Total receipts. . . . .	\$8,418.50
Total contingent expenditure. . . . .	\$198.65

But after all the actual time occupied in matters thus represented is only a portion of the labour and attention necessary in doing satisfactory work in this western and interesting field.

Respectfully submitted,

JOHN McKENZIE,

*Agent of Dominion Lands.*

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## No. 13.

## REPORT OF THE AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

PRINCE ALBERT, June 30, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit the report of this agency for the fiscal year ending to-day.

Great and unusual difficulties affecting the branch line of railroad serving this district have made this season much less favourable to immigration than was fully expected. Largely from this cause the homestead entries have not reached the high-water mark of last year, and there is a consequent falling off in the total revenue. I would note, however, that in spite of all difficulties the homestead entries are more than a half greater than those of two years ago, being 1,636, as against 1,009 for that year, and the same steady and gratifying increase is seen in total revenue, which is this year \$36,304.68, as against \$23,958.81 two years ago.

The British immigration has been marked during the past year, and several large parties of a very superior class have been distributed throughout the district. There is also a considerable French settlement being made east from Duck lake, while the Norwegian settlement at Glen Mary and the German Catholic settlement on the Hoodoo plains are being steadily increased by incomers from the United States.

The present crop outlook is the best seen here for many years, and if realized it will not only put new settlers on their feet but should stimulate increased settlement next year under, I hope, more favourable transportation conditions than were experienced this year.

I am glad to note that the Canadian Northern Railway has now entered the district. Its progress continues to be watched with the greatest interest, and is of the utmost moment to all. The increase of railway facilities is the great present and pressing need for the development and progress of this district.

In the following statement of the work of the year, the increase of the correspondence will be noted, as well as the marked increase of cancellations, which are more than double those of last year.

Letters received.....	8,472
Letters sent.....	6,937
Homestead entries granted.....	1,636
Homestead entries cancelled.....	660
Hay permits issued.....	47
Timber permits issued.....	1,262
Applications for patent received.....	272

Your obedient servant,

J. W. HANNON,

*Agent of Dominion Lands.*



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## No. 14.

## REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

RED DEER, ALBERTA, August 1, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I beg to submit herewith my annual report for the fiscal year ending June 30, 1904.

Whilst the number of homestead entries granted during the year is not quite so large, and the revenue is somewhat less than last year, the business is largely in excess of any year prior to 1902 and 1903, and the progress made throughout the district eminently satisfactory.

Last fall was an ideal season for farming operations, day after day and week after week, furnishing the beautiful bright and balmy weather for which Alberta is so justly famous, and a bountiful harvest was taken off in good shape. It was also an excellent season for securing hay, large quantities of which were put up. There was comparatively little winter weather, and no snow until about February 8. From then on until March 26 it was uniformly cold, but the snow was not deep, and there was a total absence of storms, with which all other parts of the continent appear to have been visited, so, comparatively speaking, we had a very fine winter. There was no loss of cattle whatever where ordinary precaution was taken and they received the necessary care and attention which should be given to unhoused cattle. I am informed that some persons who imported a large number of Texas cattle into the eastern portion of the district, as an experiment, and did not provide any food for their maintenance, met with considerable losses, as they might well expect to do, and I think steps should be taken to prevent similar experiments in future, to say nothing of the cruelty in wilfully allowing cattle to starve, where an ample supply of excellent hay to feed them could easily be put up. The fact of allowing them to starve in large numbers must have a bad effect and tend to give the country a reputation which it does not in any way deserve. It is not claimed that this is a ranching, but rather a mixed farming district; however, there is no part of the North-west where cattle, with proper care, do better, or where raising them can be made more profitable, but they must be run in small bands, and receive ordinary care and attention.

Two more creameries have been added to the number in this district during the past season, one at Markerville and one at Pine Lake, making the total number seven, and they are giving entire satisfaction to their patrons.

Last spring was, on the whole, cool, and although grain was sown fairly early, the growth was not rapid; however, the summer has been very fine and the crops have matured nicely. The yield in this district will be above the average, and a much larger area has been sown to crop. Some farmers, however, through carelessness or ignorance, used inferior seed, and as a consequence, will have poor crops. Many, however, on discovering their mistake, ploughed up the land and re-seeded it. It is to be hoped that this experience will be a lesson, not only to those who suffer as a consequence of their carelessness, but to all others, as the matter is clearly within the control of the farmers themselves.

It would appear that we have arrived at an end of our wet seasons, as so far this summer has been dry, not more rain having fallen than was required; as a consequence the roads are in a better condition than they have been for at least four years past.



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The towns along the Calgary and Edmonton Railway are keeping pace with the growth of the country.

Red Deer has made substantial and satisfactory progress during the past year. The court-house and Dominion lands office, now in course of construction, promises to be a handsome and substantial building, and will be completed in October or November next. The Red Deer Memorial Hospital, which cost \$12,000, was opened to the public in the spring, and has already proved a great blessing to the community at large. The two brickyards have constantly been running to their full capacity, finding ready sale for all the brick they can manufacture. The quarries have been shipping large quantities of excellent building stone, and the two saw mills have been turning out large quantities of lumber, which is disposed of as soon as cut. A long distance telephone service, connecting Red Deer with Calgary on the south and Edmonton on the north has been established and found to be a great convenience. A most important industry, known as the 'Blind-man River Electric Power Company,' is now in course of construction, at the junction of the Blind-man with the Red Deer River, the object of the company being to furnish electric motive power at reasonable rates to such industries as may be established in the towns of Red Deer, Blackfalds and Lacombe. The cost of construction will be in the neighbourhood of \$25,000. An up-to-date electric plant is now being established for supplying the town with lighting, and is expected to be in operation in October.

The following is a statement of business transacted in this office for the year ending June 30, 1904:—

	Number.	Amount.
Homestead entries.. . . .	1,234	\$12,295 00
Improvements.. . . .	70	1,658 00
Land sales.. . . .	14	1,680 55
Sundries.. . . .	2	20 00
Timber permits.. . . .	895	954 28
Hay permits.. . . .	80	174 60
Timber seizures.. . . .	10	389 20
Grazing rents.. . . .	8	68 96
Coal land fees.. . . .	22	129 50
Seed grain collections.. . . .	5	73 59
Sundries.. . . .		1 21
Revenue of sale of Indian lands.. . . .		6,042 34
Total.. . . .		\$23,487 24
Letters received.. . . .		11,871
Letters written.. . . .		5,946
Entries cancelled.. . . .		490
Applications for patent.. . . .		330

I am, sir,  
Your obedient servant,  
W. H. COTTINGHAM,  
*Agent of Dominion Lands.*

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## No. 15.

## REPORT OF THE AGENT AT REGINA.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,

REGINA, ASSA., August 12, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit my report for the year ending June 30, 1904, statement of work performed being as follows:—

Letters received.. . . .	39,699
Letters written.. . . .	30,384
Homestead entries granted.. . . .	6,622
Land scrip located (acres).. . . .	12,821
Timber permits issued.. . . .	591
Hay permits issued.. . . .	189
Grazing rents.. . . .	20
Seed grain collections.. . . .	112
Applications for patent.. . . .	603
Entries cancelled.. . . .	1,911
Total revenue of the office.. . . .	\$86,872.87

The work done in this office during the past year has been greater than during any previous year, and the staff have been kept very busy trying to cope with it. The applications to cancel unoccupied homesteads from those desiring to make entry, as well as the applications for patents from those who have complied with the requirements, are increasing to such an extent that the homestead inspectors and the office staff feel they would like to be in a position to attend to them more promptly.

The work done at the various sub-agencies in connection with this office has been great, and credit is due to the sub-agents for the efficient manner in which it has been performed.

The settlers in this district are progressive, and should conditions continue favourable until after harvest, those who have been here long enough to have in considerable crop are looking forward to reaping very satisfactory returns.

Your obedient servant,

D. S. McCANNELL,

*Agent of Dominion Lands.*

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## No. 16.

## REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,  
WINNIPEG, August 30, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit for your consideration my annual report for the fiscal year ending June 30, 1904.

Having gone fully into the comparative figures of receipts and expenditure in my report as inspector of agencies, it is unnecessary to refer to them in detail here. The prosperity and commercial activity referred to in my last annual report as being so much in evidence in Manitoba have continued and increased during the past year to a marked degree. While doubtless you are fully aware that such conditions prevail, it might be found of interest to give the following particulars showing the advancement under different headings:—

According to provincial government returns, the following figures are given, indicating the result of the grain crop in the province for the year 1903:—

	Acreage.	Total Product.
		Bush.
Wheat.....	2,442,873	40,116,878
Oats.....	855,431	30,035,774
Barley.....	326,537	8,707,252
Flax.....	55,900	586,950
Total.....	3,680,741	79,446,854

The figures for this year cannot as yet be ascertained, the crops only being in the process of harvesting.

From the best obtainable information, it is conservatively estimated that the wheat crop of this year will be larger than that of last, while oats and barley will show a decided increase.

The report for 1903 of the Winnipeg clearing house shows the total clearings for the year to be \$246,108,006. For the first six months in 1903 the amount reached \$107,109,740. For the same months in this year the sum was \$124,855,147, an increase of \$17,745,407.

Building operations are being carried on extensively in all parts of the province. The amount being expended is greatly in excess of that of last year. This will be better understood by referring to my report of the operations of the timber branch, which shows a large increase in the sales of lumber. Through the courtesy of the city engineer I am enabled to give you a comparative statement with last year of the amount expended in Winnipeg in building operations.

During year 1903.....	\$5,689,400
Year 1904 to August 30.....	7,320,250



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The extraordinary increase is due in a measure to the improvements being carried out by the Canadian Pacific Railway Company in the building of extensive car and machine shops, hotel, &c., in which an estimated outlay of between \$2,000,000 and \$3,000,000 will be made.

Suburban tramways have been completed, one from Winnipeg to West Selkirk, twenty-three miles, and one to St. Charles, upwards of six miles. Many sections of the province hitherto unprovided with railway facilities have had this want supplied during the year, as will be seen by the following list of railway branch lines under construction, or completed, by the Canadian Northern Railway Company, viz.:—

	Miles.
Greenway branch from Greenway to Wakopa . . . . .	52
Carberry branch from Humerston to Carberry . . . . .	20
Arizona branch from Portage la Prairie to Carberry . . . . .	52
Rosburn branch from Neepawa to Rosburn . . . . .	79
Thunder Hill branch, Swan River to Provincial boundary . . . . .	20
Oak Point branch, Winnipeg to Oak Point . . . . .	54
Springfield branch, St. Boniface to Bird's Hill . . . . .	9
Main line addition, Grand View to Provincial boundary . . . . .	48

The entry of the Grand Trunk Pacific into the district of Keewatin and the province of Manitoba will open up a vast territory lying north of the English and Winnipeg rivers, rich in agricultural land, mineral and timber, which has not as yet been taken possession of.

The trend of settlement during the year in this district has been north and east, between lakes Winnipeg and Manitoba, and east of the Red river, and south of the main line of the Canadian Northern Railway.

The completion of the branch line of the Canadian Northern Railway from Winnipeg to Oak Point on Lake Manitoba affords the settlers east of the lake an easy facility to market, and it is expected as an outcome that from this onward more rapid development in the district will take place.

To the north of Teulon, the terminus of the Teulon branch of the Canadian Pacific Railway, settlement extends for a distance of thirty miles. It would be of great advantage to this part of the country to have the railway line extended northward to the Icelandic river, to which point unbroken settlement from Teulon extends. The progress made by the settlers has necessarily been slow owing to the nature of the district, which is generally timbered, and abounding in hay meadows and marshes. The soil is wonderfully productive, as has been demonstrated by the large return received from all kinds of crop.

In the newly settled portion of the south-eastern and eastern portions of my district steady advancement is being made, the lands being held chiefly by Germans and Swedes from the states of northern Minnesota and Dakota.

The number of homestead entries granted in this agency during the departmental year was 871, which is a falling off of 191 compared with those for the previous year. There is also a falling off in the revenue collected of \$25,723.93, the total receipts for the year being \$26,389.24 as against \$52,113.17 for 1902-3. The general routine work in the office shows no falling off, however. The correspondence was heavier while the intelligence branch of the work at the counter was much greater, necessitating the services of two clerks much of the time.

The personnel of the office staff has been much affected during the year by death, accident, sickness and removal.

Mr. T. W. Fisher, who filled for upwards of twenty years the position of accountant in the office, met his death by accident. This gentleman proved himself a courteous, painstaking and most efficient officer, and his untimely death was deplored by the staff. Mr. A. Freeman met with a very serious accident, which incapacitated him for work for several months, and he has not yet resumed work. Mr. Pacaud and Mrs. Street

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have each been absent several months on account of sickness. Mr. Martin was removed to the Lethbridge agency as agent. The accessions to the staff are Mr. McTaggart from Yorkton agency, Mr. Matheson from Regina, and two temporary clerks.

Owing to the large increase in my work as inspector, brought about by the system of checking of returns of business transacted by the sub-agents, homestead inspectors and forest rangers, and on the expenditure incurred at the outside offices and by traveling officials, I have been compelled to utilize the services of Mr. Matheson. When not employed at this work he assists in the general work of the office.

Respectfully submitted,

E. F. STEPHENSON,  
*Agent of Dominion Lands.*

### No. 17.

## REPORT OF THE AGENT AT YORKTON.

DEPARTMENT OF THE INTERIOR,  
DOMINION LANDS OFFICE,

YORKTON, July 28, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I beg to submit for your consideration the annual report of work transacted at this office for the year ending the 30th ultimo.

The number of entries granted for the last year decreased to the extent of 1,702, which does not indicate, as might be supposed, any falling away in the number of actual settlers arriving at this point, as last year 1,713 entries of Doukhobors were recorded, who had been in the country for a couple of years.

The advent of the Canadian Northern Railway, extending from Kamsack, close to the boundary of Manitoba, westward clear across the agency, has rendered accessible large tracts of excellent agricultural lands north of Fort Pelly, the Assiniboine and Nut Mountain, whilst to the south of the Quill Lakes, the expectancy that this tract will be traversed by a branch of the Canadian Pacific Railway, or the main line of the projected Grand Trunk Pacific Railway, has caused a large settlement to locate there. The extension of the north-western branch of the Canadian Pacific from Yorkton to Sheho has filled every available quarter-section in the vicinity of the last-named town.

The number of applications for cancellation has been unprecedentedly large, showing that if homesteaders are not prepared to carry out the requirements of the law there are others who will. Needless to say, these cancellations affect lands close to railways, being closely watched by settlers with regard to the performance of homestead duties.

The correspondence has rapidly accumulated, so much so that last year more file accommodation was provided to double the extent of what had sufficed for the previous years of the existence of the office. This is now found inadequate, and still further accommodation will be required.

The number of hay permits issued on Dominion lands is fast diminishing, the natural effect of lands being homesteaded and meadows being mostly covered with water. The number of hay permits covering school lands has increased. With the forthcoming sale of these lands, the permits issued will also become fewer.



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A noteworthy feature of the year is the repayment of provision liens by Galicians, advanced in 1898, the amount repaid being \$697.31.

The class of settlers arriving has been of exceptional character, chiefly from the United Kingdom, Ontario and the states of Minnesota and North Dakota.

The sale of land has not been brisk, yet sufficiently encouraging, buyers being farmers. Crop prospects are encouraging and the condition of the various settlements is one of progress and thrift.

Appended herewith is a summary of the work of the year:—

Homestead entries. . . . .	4,090
Half-breed scrip located (acres). . . . .	18,650'48
Timber permits issued. . . . .	411
Hay permits, Dominion lands. . . . .	34
Hay permits, school lands. . . . .	66
Letters received. . . . .	14,199
Letters written. . . . .	12,069
Applications for patent. . . . .	343
Entries cancelled. . . . .	1,011
Revenue . . . . .	\$53,639.68

Your obedient servant,

JAS. E. PEAKER,

*Agent of Dominion Lands.*

## No. 18.

## REPORT ON TIMBER, MINERAL, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,

OTTAWA, September 29, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit the twenty-fourth annual report of the Timber and Mines Branch of the Department of the Interior.

The revenue derived from timber, grazing, hay, irrigation and mineral on Dominion lands for the fiscal year which ended June 30 last, amounted to \$927,915.93.

Statement lettered 'A,' showing how this amount was made up, will be found at the end of this report.

The total revenue received from July 1, 1872, to July 1, 1904, was \$9,456,926.45.

Reports received from the Crown timber agents at Winnipeg, Edmonton, Calgary, Prince Albert and New Westminster, showing the revenue collected on Dominion lands within their respective agencies and other information, are appended hereto.

The total revenue of the Winnipeg agency for the fiscal year 1903-1904 was \$134,375.56.

The price of lumber within the Winnipeg agency was from \$11.25 to \$18.30 per thousand feet B.M. There are twenty-five mills in operation within the agency, cutting timber under government license.

The revenue received from the British Columbia agency during the fiscal year 1903-1904 was \$98,700.62.

Lumber sold at the average price of \$5 to \$15.30 per thousand feet B.M.



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There are thirty-three mills within the agency operating under license from the Dominion government.

The total amount of dues collected within the Calgary agency during the fiscal year 1903-1904 amounted to \$31,495.46.

The price of lumber at Calgary was \$10 to \$20.90 per thousand feet B.M.

Thirteen saw-mills were operating within the agency last year under government license.

The total amount of dues collected within the Edmonton agency during the fiscal year amounted to \$42,940.

The price of lumber during the year was \$12 to \$16 per thousand feet B.M.

There are fifteen saw-mills in operation within this agency.

The total amount of dues collected within the Prince Albert agency during the year amounted to \$39,055.34.

Lumber sold at Prince Albert at \$16 to \$20 per thousand feet B.M.

There are four saw-mills in this agency cutting timber under license.

The total amount of dues collected within the Yukon Territory on account of timber dues during the fiscal year was \$38,807.90.

There are eight saw-mills in this agency cutting timber under license.

Saw-mill returns received at this department give the following quantities of building materials as having been manufactured and sold during the year within the above mentioned agencies:—

	Manufactured.	Sold.
Sawn lumber.....	94,704,388	82,049,782
Shingles.....	1,994,033	1,884,233
Shingle bolts (cords).....	6,395	7,347
Laths.....	1,997,883	1,446,450

The quantity of lumber manufactured and sold within each agency will be found in the agents' reports appended hereto.

Six hundred and fifty-eight licenses were prepared. The areas in the province of Manitoba, the four provisional territorial districts, on Dominion lands in the province of British Columbia and in the Yukon Territory in force on July 1, 1904, are as follows:—

	Square miles.
Manitoba.....	1,189.83
Alberta.....	1,757.81
Assiniboia.....	44.24
Saskatchewan.....	3,135.59
British Columbia.....	1,547.58
Yukon Territory.....	275.11

The number of applications received during the year to cut timber was 339; the number of berths granted was 143.

Within the past year thirteen berths were cancelled or relinquished by the owners thereof.

The number of berths under license or authorized to be licensed in the province of Manitoba and the Territories is 274, and on Dominion lands in the province of British Columbia, 278. In the Yukon Territory 115 berths have been granted, covering a total area of 275.11 square miles

The number of berths covered by permits on July 1, 1904, was 103.

#### MINING LANDS OTHER THAN COAL.

During the past fiscal year 55 entries for quartz claims were granted by the agents of Dominion lands in Manitoba and the North-west Territories.

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In the Yukon Territory 33,178 placer claims, 5,281 quartz claims, 38,038 renewals and re-locations were recorded up to July 1, 1904.

The returns for the fiscal year ending June 30, 1904, show that 2,534 entries for placer claims, 266 entries for quartz claims, 9,003 renewals and re-locations were recorded during the year. The revenue collected from this source and for fees collected for registering other documents in connection with mining operations was \$145,391.14.

Up to July 1, 1904, 83,841 free miners' certificates were issued, producing a revenue of \$859,295.46. During the fiscal year 7,199 free miners' certificates were issued; and the revenue derived therefrom was \$62,190.10.

The following is a list of the government agencies whereat free miners' certificates were issued during the year, and the number issued at each within the year: —

*Dominion Lands Agency at—*

Calgary, N.W.T. . . . .	26
Edmonton, N.W.T. . . . .	30
Lethbridge, N.W.T. . . . .	5
Winnipeg, Man. . . . .	38
Prince Albert, N.W.T. . . . .	2

*Agencies within the Yukon Territory—*

Clear Creek. . . . .	102
Dawson. . . . .	2,980
Dalton Trail. . . . .	25
Dominion Creek. . . . .	507
Duncan. . . . .	241
Forty-mile. . . . .	29
Grand Forks. . . . .	753
Gold Run. . . . .	352
Hunker Creek. . . . .	354
Hootalinqua. . . . .	44
Selkirk. . . . .	40
Sulphur Creek. . . . .	244
Stewart River. . . . .	81
Sixty-mile. . . . .	102
Pelly Banks. . . . .	...
White Horse. . . . .	1,174

*Other Agencies and Agents—*

Ottawa, Ont., Department of the Interior. . . . .	33
London, Eng., the High Commissioner's Office. . . . .	11
Vancouver, B.C., the Dominion Assay Office. . . . .	9
Victoria, B.C., the Collector of Customs. . . . .	17

Total. . . . . 7,199

The total revenue received for dredging leases in the Yukon Territory up to July, 1904, was \$148,297.12, and for the fiscal year, \$640.16.

The total revenue received for the rent of the leaseholds in the North-west Territory up to July 1, 1904, was \$26,985.57, and for the past fiscal year, \$1,062.95.

The total sum collected up to July 1, 1904, for royalty on the gross output of placer mining claims in the Yukon Territory, after deducting the exemption allowed by the regulations, was \$3,099,288.89. Of this amount the sum of \$272,217.96 was collected during the last fiscal year.

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The royalty was collected at the following places :—

Dawson.....	\$267,721 75
White Horse.....	4,274 31
Forty-mile.....	221 90
Total.....	\$272,217 96

## DREDGING.

Sixty-three leases to dredge for minerals other than coal in the submerged beds of rivers in the Yukon Territory are in force, covering a total mileage of 312 miles.

One hundred and twenty-eight leases to dredge for minerals in the beds of rivers in the North-west Territories are in force, covering a total mileage of 662'75 miles.

## HYDRAULIC MINING.

Seventy-nine leases are in force. The total frontage of the leaseholds is 91'09 miles. The leaseholds are all situated in the Yukon Territory within a radius of 100 miles of Dawson.

## COAL MINING LANDS.

The number of applications received during the year was 1,062. The revenue for the year derived from the sale of coal lands was \$68,949.75. The total area of coal lands sold up to July 1, 1904, was 86,167'18 acres and the total amount received therefor was \$383,118.45.

## GRAZING LANDS.

The total number of leases in force is 889, including a total area of 2,292,504'60 acres, distributed as follows:—

Province of Manitoba.....	15,520'00 acres.
District of Saskatchewan.....	4,206'00 "
District of Assiniboia.....	1,091,880'30 "
District of Alberta.....	848,770'00 "
Railway belt, British Columbia.....	332,128'30 "

## IRRIGATION.

During the year 62 applications for authority to divert water for irrigation and other purposes were received, and 51 authorizations to construct works in accordance with the provisions of the North-west Irrigation Act were issued. One hundred and thirty-five licenses have been issued up to date to divert water.

The following is a statement of the office work performed from July 1, 1903, to June 30, 1904:—

Letters sent.....	26,318
Pages of memoranda and schedules.....	6,988
Plans and sketches prepared.....	468

## Timber—

Berths applied for.....	339
Berths granted.....	143
Berths cancelled.....	15
Licenses for timber berths prepared (in duplicate).....	660
Instructions issued for survey of timber berths.....	25
Returns of surveys of timber berths examined.....	53



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Returns of saw-mills received and verified. . . . .	1,324
Permits to cut timber issued by agents also entered and checked. . . . .	9,759
Accounts kept posted. . . . .	749
Timber seizures entered and checked. . . . .	330

*Grazing—*

Applications for grazing lands received. . . . .	796
Leases of grazing lands issued. . . . .	266
Number of leases cancelled and relinquished. . . . .	268
Applications for hay lands. . . . .	17
Accounts kept posted—Grazing. . . . .	871
Accounts kept posted—Hay. . . . .	6
Hay permit forms used by the Dominion lands agents, also entered and checked over at this office. . . . .	627

*Mining—*

Accounts kept posted—Dredging and hydraulic. . . . .	220
Applications for coal locations received. . . . .	1,062
Coal mining leases issued. . . . .	18
Applications for mining locations other than coal. . . . .	87
New entries and renewals for mining locations granted in Manitoba and North-west. . . . .	55
New entries and renewals for mining locations granted in Yukon Territory. . . . .	9,269
Applications for petroleum. . . . .	16
Water power. . . . .	10
Applications for hydraulic mining locations. . . . .	6
Applications for gold dredging. . . . .	25
Hydraulic mining leases prepared. . . . .	2
Gold dredging leases prepared. . . . .	20

*Irrigation—*

Applications <i>re</i> irrigation recorded. . . . .	62
Memorials examined. . . . .	74
Plans examined. . . . .	124
Authorizations for construction of ditches issued. . . . .	51
Assignments of irrigation applications examined and recorded. . . . .	8
Certificates issued by inspector, examined and recorded. . . . .	8
Cancellation of irrigation applications issued and recorded. . . . .	2
Irrigation licenses issued (in triplicate). . . . .	12

*Miscellaneous—*

Applications to purchase or lease land in the Yukon Territory received and dealt with during the course of the year. . . . .	75
Applications for water frontage. . . . .	5
Leases for agricultural lands issued. . . . .	1
Leases for agricultural lands cancelled. . . . .	2
Leases for water frontage issued. . . . .	1

G. U. RYLEY,

*Chief Clerk.*

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## REVENUE OF DOMINION LANDS

## A.—STATEMENT of Receipts on account of Timber, Grazing,

Month.	Timber Dues.	GRAZING LANDS.		Hay Lands.	Coal Lands.	Irrigation.	Dredging, N.W.T.
		Cash.	Scrip.				
1903.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July .....	37,297 85	1,169 47	1,057 68	807 80	3 45		
August .....	15,019 89	1,526 48	436 26	256 30	3 30	50 00	302 14
September .....	10,584 22	1,587 56	2,771 52	31 00	10 00	10 00	
October .....	40,227 89	784 20	208 26	8 65	10 00	10 00	300 00
November .....	57,231 61	1,301 56	1,591 63	5 50	30 00		8 91
December .....	40,619 59	2,063 03	639 75		6 25		102 00
1904.							
January .....	40,890 66	643 81	354 98	1 10	89 05	10 04	
February .....	19,615 81	1,522 27	1,458 93	0 20	58 50	30 00	
March .....	41,112 89	3,237 07	2,982 00	11 80	63 30		100 00
April .....	27,900 35	2,116 40	2,324 91	302 95	116 75	3 00	100 00
May .....	31,807 15	2,116 91	268 52	366 35	5 00	10 00	50 00
June .....	35,036 42	1,721 51	1,107 71	453 55	115 30		100 00
	397,344 33	19,790 27	15,202 15	2,245 20	510 90	123 04	1,062 95

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(YUKON INCLUDED).

Hay, Mineral and Irrigation, for the fiscal year 1903-1904.

Mining Fees.	Hydrau- lic, Yukon.	Dredging, Yukon.	Free Miners' Certificates.	Gold, Yukon.	Rent of Water Power.	Royalty on Water Sold, Yukon.	Fees for Issue of Clearance Certificates for United States Gold.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
15,136 50	322 65	50 84	8,037 50	50,496 17		47 00		114,426 91
20,286 30	610 00		8,053 50	37,135 32		35 75		83,715 24
13,033 00	2,810 15	150 00	6,972 50	50,108 05				88,068 00
21,192 00	2,168 35		6,804 00	33,671 30	13 95	27 00		105,425 60
13,027 00	1,896 12		5,094 00	676 02	12 05	12 50		80,886 80
11,819 25	500 00		3,254 00	2,972 51				61,976 38
7,716 59		230 00	2,300 10	2,147 40	25 80	6 50		54,416 03
6,463 00	600 00		2,395 00	2,775 43	0 35	11 00		34,930 49
9,452 50	725 84		3,599 00	3,499 78	11 72			64,795 90
7,563 50	750 00	209 32	4,972 00	1 51				46,360 69
8,024 00			4,960 00	20,915 18				68,532 11
12,261 50			5,739 50	67,819 29			27 00	124,381 78
145,975 14	10,383 11	640 16	62,190 10	272,217 96	63 87	139 75	27 00	927,915 93



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**REVENUE FROM THE YUKON TERRITORY.**  
**B.—STATEMENT of Receipts from the Timber, Hay, Coal, Hydraulic Mining, Royalty on Gold and Mining Fees**  
**for the Fiscal year—1903-1904.**

Month.	Timber Dues.	Hay.	Coal Land.	Hydraulic Leases.	Dredging Leases.	Gold.	Mining Fees.	Free Miner's Certificates.	Royalty on Water Sold.	Fees for issue of clearance certificates for United States Gold.	Totals.
1903.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	5,638 63	204 00	.....	322 65	50 84	50,496 17	15,074 00	8,037 50	47 00	.....	79,870 79
August.....	2,355 57	85 00	.....	610 00	.....	37,135 32	20,256 80	8,053 50	35 75	.....	68,531 94
September.....	5,220 20	4 00	.....	2,810 15	150 00	50,108 05	12,989 50	6,972 50	.....	.....	78,245 40
October.....	2,969 58	.....	.....	2,168 35	.....	33,671 30	21,027 00	6,804 00	27 00	.....	66,667 23
November.....	4,253 75	.....	.....	1,896 12	.....	676 02	13,027 00	5,094 00	12 50	.....	24,959 39
December.....	3,637 54	.....	.....	500 00	.....	2,972 51	11,817 25	3,254 00	.....	.....	22,181 30
1904.											
January.....	2,910 39	.....	.....	.....	230 00	2,147 40	7,671 59	2,300 10	6 50	.....	15,265 98
February.....	1,425 09	.....	.....	600 00	.....	2,775 43	6,345 50	2,395 00	11 00	.....	13,532 02
March.....	1,167 09	.....	.....	725 84	.....	3,499 78	9,447 50	3,599 00	.....	.....	18,439 21
April.....	3,460 21	5 00	2 40	756 00	209 32	1 51	7,541 00	4,372 00	.....	.....	16,941 44
May.....	3,139 46	92 00	.....	.....	.....	20,915 18	7,996 50	4,969 00	.....	.....	37,112 14
June.....	2,630 39	77 55	3 10	77 39	.....	67,819 29	12,206 50	5,739 50	.....	27 00	88,503 33
Totals.....	38,807 90	467 55	5 50	10,383 11	640 16	272,217 95	145,391 14	62,190 10	139 75	27 00	530,270 17

**REVENUE ON ACCOUNT OF THE YUKON TERRITORY.**

**C.—STATEMENT of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Royalty on Gold, and Mining Fees for each fiscal year from**  
**July 1, 1894, to June 30, 1904.**

Revenue from.	1894-1895.	1895-1896.	1896-1897.	1897-1898.	1898-1899.	1899-1900.	1900-1901.	1901-1902.	1902-1903.	1903-1904.	Totals.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Timber Dues.....	.....	.....	.....	43,911 71	54,097 64	35,468 46	74,893 80	42,452 29	61,197 39	38,807 90	350,829 19
Grazing Lands.....	.....	.....	.....	.....	.....	100 00	51 20	91 95	.....	.....	243 15

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Hay Lands.....	29 50	1,733 50	7,596 75	4,057 42	1,978 50	277 67	467 55	16,140 89
Gold Dredging Leases.....	132,505 50	3,500 00	1,000 00	2,650 00	4,355 00	3,646 46	640 16	148,297 12
Hydraulic Mining Leases.....	500 00	8,525 00	6,868 15	11,412 32	19,582 40	12,407 39	10,383 11	69,738 37
Royalty on Gold.....	287,423 55	575,812 79	733,041 04	596,368 03	331,532 04	302,893 48	272,217 96	3,089,288 89
Coal Lands.....							5 50	5 50
Royalty on Water Sold.....							139 75	139 75
Fees—Free Certificates re Export of Gold.....							27 00	27 00
Mining Fees—								
Placer—Grants.....	1,140 00	108,396 00	179,415 00	20,240 00	79,358 00	26,761 25	34,415 00	512,795 25
" Renewals.....		33,524 94	64,980 10	62,280 00	49,905 00	77,895 00	55,575 00	419,105 04
" Re-locations.....			17,625 00	11,070 00	45,137 00	28,165 00	17,455 00	153,112 00
Quartz—Grants.....	60 00	243 00	3,270 00	4,585 00	6,260 00	5,220 00	1,360 00	26,915 00
Certificate of Partnership.....	30 00	2 50	291 50	681 50	1,074 50	247 00	984 50	3,615 50
Certificate of Work.....		115 00	3,416 50	7,651 00	12,040 50	13,719 00	12,910 00	49,852 00
Assignments.....	3,060 00	23,419 00	12,644 50	11,531 00	10,273 00	638 00	301 50	60,927 50
Abstracts.....		3,750 95	5,551 00	2,739 25	1,455 00			14,430 70
Abandonments.....		205 00						205 00
Bed Rock Flumes.....		1,400 00						1,400 00
Bond Fees.....	20 00	780 00	620 00					1,420 00
Forfeited Fees.....								12,213 00
Lay Overs.....		507 50						507 50
Payment in lieu of Work.....		100 00	7,600 00	28,409 40	21,650 00	21,300 00	5,950 00	85,009 40
Registered Documents.....			3,000 00	10,500 00				13,500 00
Water Grants.....		633 00	8,032 50	7,343 40	12,375 00	20,026 60	15,527 05	71,873 15
Sale of Government claims on Dominion Creek.....			7,935 60	550 00	390 00	632 50	880 00	3,375 00
Sale of Government claims on Dominion Creek.....			160 00					
Sale of Government claims.....			13,593 20	1,056 00	52 87			14,702 07
Infringements.....			150 00	87,241 50	111 87			87,503 37
Changing the name of a claim.....			525 00					525 00
Inspectors' Certificates.....			25 00	60 00	90 00	60 00		235 00
Court Fees.....				30 00	240 00	217 00	32 50	519 50
Certificates of Improvements.....				686 75	3,124 25	59 00		3,870 00
Advance Deposit Account.....					7 50	40 00	35 00	82 50
Over-deposit.....				50	12,449 75			12,449 75
Unclassified.....						5,233 14		6,837 00
Amended descriptions.....							15 00	15 00
Hydraulic Mining.....							59	0 59
Less Mining Fees misappropriated \$3,284 00, also \$58 00 transferred to Patent Branch.....	5 00	1,220 00	947,334 58	938,461 10	1,038,091 07	580,690 88	468,080 07	5,243,752 18
		610,257 20	947,334 58	938,461 10	1,038,091 07	580,690 88	468,080 07	5,240,410 18
Free Miner's Certificates.....	5 00	1,220 00	947,334 58	938,461 10	1,038,091 07	580,690 88	468,080 07	859,295 46
		610,257 20	947,334 58	938,461 10	1,038,091 07	580,690 88	468,080 07	6,099,705 64



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## YUKON REVENUE.

D.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which royalty was collected, and the amount of royalty paid, as shown by returns from the several Agencies, for each fiscal year from May 1, 1898, to June 30, 1904.

Agency,	Gold Production.	Exemption.	Subject to Royalty.	Royalty collected.	Infringement.	Total Revenue.
	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.
1897-1898.						
Grand Forks.....	2,884,576 70	302,500 00	2,582,076 70	258,207 67	.....	258,207 67
Canadian Bank of Commerce.....	153,906 50	23,945 00	129,961 50	12,996 15	.....	12,996 15
Dawson.....	34,290 00	13,400 00	20,890 00	2,089 00	.....	2,089 00
Totals for the year.....	3,072,773 20	339,845 00	2,732,928 20	273,292 82	.....	273,292 82
1898-1899.						
Grand Forks.....	5,501,969 65	1,062,151 00	4,439,818 65	443,981 65	.....	443,981 65
Canadian Bank of Commerce.....	485,429 15	123,500 00	361,929 15	36,192 91	.....	36,192 91
Dawson.....	347,781 30	7,500 00	340,281 30	34,028 13	1,301 24	35,329 37
Dominion Creek.....	806,012 36	314,590 81	491,421 55	49,142 15	379 91	49,522 06
Hunker Creek.....	441,090 56	191,915 21	249,175 35	24,917 53	.....	24,917 53
Totals for the year.....	7,582,283 02	1,699,627 02	5,882,626 00	588,262 37	1,681 15	589,943 52
1899-1900.						
Grand Forks.....	4,391,439 82	1,146,814 42	3,244,624 90	324,462 49	.....	324,462 49
Canadian Bank of Commerce.....	1,739,935 98	277,407 78	1,462,528 20	146,254 79	.....	146,254 79
Dawson.....	625,042 92	67,083 42	557,959 50	55,795 95	2,269 05	58,065 00
Dominion Creek.....	1,360,448 54	412,957 84	947,490 70	94,749 06	.....	94,749 06
Hunker Creek.....	740,005 36	338,866 36	401,139 00	40,113 90	.....	40,113 90
Bank of British North America.....	500 00	.....	500 00	50 00	.....	50 00
Sulphur Creek.....	358,282 86	153,194 36	205,088 50	20,308 85	.....	20,308 85
Gold Run.....	593,789 96	103,420 46	490,369 50	49,036 95	.....	49,036 95
Totals for the year.....	9,809,464 64	2,501,744 64	7,307,720 00	730,771 99	2,269 05	733,041 04



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1900-1901.									
Grand Forks.....	5,945,798 86	1,033,599 98	4,914,304 88	392,326 86	.....	3,707 05	392,326 86	.....	392,326 86
Dawson.....	574,286 07	141,666 66	432,619 41	39,249 79	.....	.....	42,956 84	.....	42,956 84
Dominion Creek.....	933,051 60	257,499 98	675,551 62	57,414 26	.....	.....	57,414 26	.....	57,414 26
Hunker Creek.....	796,490 33	238,900 00	557,590 33	42,671 53	.....	.....	42,671 53	.....	42,671 53
Sulphur Creek.....	393,004 37	115,000 00	278,004 37	24,337 88	.....	.....	24,337 88	.....	24,337 88
Gold Run.....	517,041 10	117,500 00	399,541 10	35,814 22	.....	.....	35,814 22	.....	35,814 22
Hootalinqua.....	10,518 59	2,500 00	8,018 59	801 85	.....	.....	801 85	.....	801 85
Eureka.....	1,891 87	1,000 00	891 87	44 59	.....	.....	44 59	.....	44 59
Totals for the year.....	9,162,082 79	1,927,666 62	7,236,522 17	592,660 98	.....	3,707 05	596,363 03	.....	596,363 03
1901-1902.									
Grand Forks.....	3,062,977 37	441,166 66	2,621,810 71	131,087 03	.....	.....	131,087 03	.....	131,087 03
Dawson.....	4,069,114 52	60,000 00	4,009,114 52	113,426 84	.....	95 25	113,522 09	.....	113,522 09
Dominion Creek.....	732,788 85	219,999 32	512,789 53	25,748 35	.....	.....	25,748 35	.....	25,748 35
Hunker Creek.....	836,388 49	307,948 66	528,439 83	26,420 80	.....	.....	26,420 80	.....	26,420 80
Sulphur Creek.....	239,533 98	85,000 00	154,533 98	7,726 73	.....	.....	7,726 73	.....	7,726 73
Gold Run.....	581,184 00	65,000 00	516,184 00	25,809 42	.....	.....	25,809 42	.....	25,809 42
Eureka.....	20,533 31	15,000 00	5,533 31	276 62	.....	.....	276 62	.....	276 62
White Horse.....	6,840 00	.....	6,840 00	342 00	.....	.....	342 00	.....	342 00
Forty Mile Creek.....	16,980 00	5,000 00	11,980 00	599 00	.....	.....	599 00	.....	599 00
Totals for the year.....	9,566,340 52	1,199,114 64	8,367,225 88	331,436 79	.....	95 25	331,532 04	.....	331,532 04
1902-1903.									
Dawson.....	12,081,594 84	.....	.....	302,107 67	.....	.....	302,107 67	.....	302,107 67
White Horse.....	24,799 50	.....	.....	620 21	.....	.....	620 21	.....	620 21
Forty Mile.....	6,621 00	.....	.....	165 61	.....	.....	165 61	.....	165 61
Totals for the year.....	12,113,015 34	.....	.....	302,893 48	.....	.....	302,893 48	.....	302,893 48
1903-1904.									
Dawson.....	10,708,788 27	.....	.....	267,721 75	.....	.....	267,721 75	.....	267,721 75
White Horse.....	73,002 35	.....	.....	4,274 31	.....	.....	4,274 31	.....	4,274 31
Forty Mile.....	8,872 50	.....	.....	221 90	.....	.....	221 90	.....	221 90
Totals for the year.....	10,790,663 12	.....	.....	272,217 96	.....	.....	272,217 96	.....	272,217 96



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Glenora, B.C.	410 00	600 00	70 00	30 00	20 00				1,010 00
Montreal, Que	840 00	170 00							1,130 00
Nanaimo, B.C.	4,292 00								4,292 00
Rosland, B.C.	20 00								20 00
Toronto, Ont.	270 00								270 00
Vancouver, B.C.	30,480 00	1,340 00	610 00	280 00	20 00				32,734 00
Victoria, B.C.	58,910 00	1,528 00	520 00	370 00	320 00	162 50	232 50		62,043 00
Vancouver Assay Office.					147 00	40 00	82 50		269 50
Ottawa, Dept. of Interior.	1,890 00	822 00	2,192 00	2,495 00	2,380 00	1,000 00	872 60		11,651 60
Rat Portage, P. H. Austin.		340 00	380 00	300 00	60 00				1,080 00
London, The High Commissioner's Office.	29 98	120 00	119 80	195 00	20 07	225 02	107 50		817 37
Liverpool, The Immigration Agent.	219 93								219 93
Glasgow, The Immigration Agent.	59 98	10 13			111 45				181 56
Total..	116,243 89	227,354 13	126,709 80	125,861 00	118,312 02	82,624 52	62,190 10		859,295 46



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## No. 18A.

## CANADIAN IRRIGATION SURVEYS.

REPORT OF JOHN STOCKS, C.E., IN CHARGE.

DEPARTMENT OF PUBLIC WORKS,  
IRRIGATION OFFICE,  
REGINA, August 3, 1904.

The Secretary,  
Department of the Interior,  
Ottawa.

SIR,—I beg to forward herewith the summary report of irrigation progress for insertion in the annual departmental report for the year ending June 30, 1904, together with a copy of the report submitted by Mr. R. W. Macintyre, C.E., showing in detail the season's work performed by himself and party until closing down in October last.

Your obedient servant,

JOHN STOCKS,  
*Deputy Commissioner.*

The past year has again to be classed as a 'wet season,' being the fourth in succession, and therefore the practice of irrigation in the Territories was not made use of to any great extent.

The field work of the general irrigation surveys was carried on by two divisions, in charge of Mr. R. W. Macintyre, C.E., and Mr. J. G. McIntosh, respectively.

Party No. 1, in charge of Mr. Macintyre, continued the contour survey work north from township 23 to township 27, range 21, west of the 4th meridian, and completed same on August 5, 1903. The work was then carried south from Gleichen, a line of levels being run across the Blackfoot Indian reserve to establish a datum for the survey of the proposed Bow river and Snake Valley irrigation canal schemes. During the balance of August and the first half of September the party was employed in contouring and cross-sectioning the country through which the proposed canal would pass. The work of the party north of Bow river included 293 miles of levels run, representing an area of 250 square miles contoured; also several miles of traverse, and 15 miles of levels run immediately east of Calgary to bring the earlier system up to date. South of the Bow river 50 miles of line levels were run and 17 miles of canal location levels, embracing an area of 60 square miles. In connection with the proposed scheme for the diversion of water from Bow river into the Snake Valley and Little Bow river, a traverse, with accompanying levels, was made along the south bank of Bow river from section 28, township 21, range 26, west 4th meridian, to a point on the Blackfoot Indian reserve, 17 miles further down stream.

Party No. 2, in charge of Mr. J. G. McIntosh, continued work of the hydrographic section of the irrigation surveys, establishing gauge rods on creeks and streams, arranging for the necessary records thereof to be kept, and completing the work left over from the previous year. The party commenced operations at Calgary, and proceeded south to Lethbridge, thence north-easterly through the Cypress Hills country to Maple Creek, and in addition to the work above mentioned, inspections of and reports upon several irrigation schemes were made.

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The continued immigration of settlers from the United States has caused numerous inquiries regarding the irrigation laws in the Territories to be made, and as a result many applications have been recorded for water rights for irrigation and domestic purposes under the North-west Irrigation Act, 1898. The following statement regarding irrigation will be of interest:—

Number of canals and ditches constructed . . . . .	175
Length " " " " " Miles . . . . .	525
Acreage susceptible of irrigation from canals and ditches (approximate) . . . . .	*4,125,000
Number of applications recorded for water rights for domestic, power and other purposes (in addition to rights applied for for irrigation purposes) . . . . .	180

Since the issue of the previous report the Canadian Pacific Railway Company has filed an application to divert water from the Bow river for the reclamation by irrigation of the above mentioned tract of land, and has received authorization therefor. Contracts for construction of headworks, &c., and the first sixty miles of canal have been let, and the work upon this important undertaking has already been commenced.

Mr. B. J. Saunders resigned the position of deputy commissioner of public works at the end of March last, when I took up the duties of that office, and owing to this change the report on Irrigation and Canadian Irrigation Surveys, with accompanying maps, plans, &c., will be prepared later for publication in monograph form as a supplementary report of the department.

No. 18B.

## CANADIAN IRRIGATION SURVEYS.

REPORT OF R. W. MACINTYRE, A.M. CAN. SOC. C. E., IN CHARGE OF PARTY NO. 1.

REGINA, ASSA., November 26, 1903.

To the Deputy Commissioner,  
Irrigation Office, Regina.

SIR,—I beg to submit the following report of my season's work on irrigation surveys from May to October during the present year.

I left Regina on May 8 and reached Calgary the following morning. A camp was put up the same day (Tuesday), the party got together and put to work getting things ready for the season's work. On May 13 I left by train for Okotoks to inspect Mr. A. W. Rowland's irrigation ditch, returning on the 15th. On May 17 a severe snow-storm set in and lasted for the next two days, entirely blocking the trails for wheeled traffic. As the question of my party being employed by the Canadian Pacific Railway Company's irrigation department had been submitted to Ottawa about this time, I decided to employ my men just east of Calgary by 'filling in' the contour work done there in 1898. The present system of contour survey was inaugurated in 1898, but the general plan laid down for the work has been improved upon during subsequent years and the work undertaken by my party (whilst awaiting the decision of the depart-

\* (Including areas of 3,000,000 and 500,000 acres, to be reclaimed by irrigation projects of the Canadian Pacific Railway Company and the Canadian North-west Irrigation Company, respectively.)



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ment at Ottawa) was that of bringing the 1898 work into line with more recent years' contour survey, by dividing the area levelled over into smaller sections. On June 6 the Canadian Pacific Railway Company's irrigation department having withdrawn their offer regarding my party, we took the trail for Gleichen, which was reached on the 8th; from this point we turned north to reach township 25, range 22 west 4th meridian, where the survey was closed down last season. Upon commencing to level the meridians in this township I found that mounds had not been established either at quarter section or section corners (with one or two exceptions), and as the country is very rough and broken here, work was severely handicapped, not only on account of missing corners, but also because the telemeter and stadia level had not been received from makers, where they had been sent for repairs during the winter; consequently, ordinary Y levels had to be used pro tem., and measurements made by buckboard, wheel or pacing. We finished this township on June 17 and moved south the next day, taking township 22, range 21. W. 4th meridian, for our next base. This township was commenced on June 20 and finished by the 29th; camp was moved into township 23 (the next north) the following day and the contour carried north in range 21 to township 27, which was completed on August 5.

On July 4 the topographer, A. E. Burley, resigned on account of ill-health, and he left for Regina, his place being promptly filled by one of the party, and a new man engaged.

Camp started south from township 27 on August 6 and a little additional work was done on the way to Gleichen, which was reached on the 12th. Instructions were there received to continue south, cross the Bow river and make a survey of the Bow and Snake Valley canal scheme. On reaching the Bow river, however, I found the ferry was not quite completed, and as fording was out of the question we camped on the Blackfoot Indian reserve close to ferry site. Levels were then run south across the Blackfoot reserve from the north boundary to connect the systems already completed on the north and south sides of Bow river respectively.

On August 19 we crossed our outfit by letting the wagons down on to ferry with ropes, the approaches thereto being incomplete, and travelled south to township 19, range 22, where we camped. The balance of August and first half of September were employed in contouring and cross-sectioning the country adjoining south bank of Bow river valley (towards the west) through which the proposed canal would pass. On September 15 my assistant, J. F. Hamilton, and his rodman, left for Calgary, reducing the party by two, viz., an instrument man and rodman. Mr. Hamilton's departure was caused by the necessity of reaching the School of Practical Science at Toronto in time to resume his studies for the fall term. The work completed north of Bow river between the commencement of field operations in May and August 10 includes 293 miles of levels run, representing an area of 250 square miles contoured, also several miles of traverse and 15 miles of levels run just east of Calgary to bring the earlier system up to date.

South of the Bow river (which was crossed on August 19) 50 miles of levels were run and 17 miles of canal location levels, embracing an area of about 60 square miles.

#### DIVERSION OF BOW RIVER INTO SNAKE VALLEY AND LITTLE BOW RIVER.

A traverse, with accompanying levels, was made along the south bank of Bow river from section 28, township 21, range 26, west 4th meridian, to a point on the Blackfoot Indian reserve, 17 miles further down stream. Any canal system put in from the above intake would have at least 10 miles of cut bank, timbered with spruce, poplar and bush, to negotiate, and this factor alone appeared to me a good reason for abandoning the traverse after finishing the 17 miles mentioned. To carry water along the above mentioned banks would be both costly and difficult, with the additional disadvantage of the first two or three miles being below flood level, and liable to destruction from any rapid rise of the Bow river; then the nature of the soil composing the



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banks is, on the whole, not suitable to carry water to advantage, being mainly gravel and boulders, with shale on the steepest slopes; also, the banks plainly indicate continual slides, which would probably be aggravated by construction work and water flowing in a canal or ditch. Then the question of trees, brush and roots has to be considered, as these were encountered plentifully along the 17 miles traversed. Commencing at point of intake, section 28, township 21, range 26, west 4th meridian, the Bow river falls between 9 and 10 feet per mile, but this reduces gradually (going down stream) to end of traverse, where the fall is between 7 and 8 feet per mile. Allowing 3 feet per mile for slope of canal gives rather a small gain on the fall of the river, viz., an average of 5.5 feet per mile, or 100 feet in 18 miles. In the total traverse 30 coulees, ravines and creeks were crossed, some of them very deep and wide, and the grade line had not reached bench land, across which proposed canal must be carried southeast at point where traverse was abandoned. This would involve further expense in deep cutting, which I did not consider worth while going into in detail, in view of the uncompromising conditions already encountered. The north bank of the Bow river is no better for location, and would involve the additional drawback of an expensive flume.

After completing the preliminary investigation outlined above, levels were carried west along section lines to B. M. 28, a distance of 108 miles. The closing difference was 1 foot in connecting up the levels, which extended over 9 years and comprised both level and telemeter-level work.

## GENERAL.

The season was a very wet and backward one for field work, and but little real summer weather was met with; out of 130 working days 50 brought rain or snow in varying quantities.

On September 26 a drowning fatality occurred within a few miles of our camp, by which Staff-Sergeant Brooke, J. Disbury and interpreter Beaupre lost their lives while attempting to ford the Bow river, at a ford on the Blackfoot Indian reserve, with a police wagon and team.

We experienced a great deal of trouble in getting to Gleichen after crossing the Bow river, and generally had to use a small boat and hire Indian transport on the north side, or swim our horses behind the boat, as the regular ferry broke away shortly after completion.

All of which is respectfully submitted.

Your obedient servant,

R. W. MACINTYRE,

*A. M. Can. Soc. C. E.*

## No. 19.

## REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,

CROWN TIMBER OFFICE,

WINNIPEG, August 30, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit my annual report as Crown timber agent for the departmental year ended June 30 last.

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Appended to the report will be found tabulated statements containing the following particulars, namely:—

(a) The total revenue collected from all sources during the year.

(b) List of the names of the respective licensees of timber berths within the agency being operated, and the quantity of lumber and other products of timber taken therefrom, that sold, and amount on hand.

#### RECEIPTS.

The total revenue collected during the year from all sources, the details of which are given in schedule 'A,' amount to \$140,579.28, which is a very satisfactory showing.

Collections have been closely made, and there are very few accounts overdue outstanding.

#### LUMBERING OPERATIONS.

The output of lumber, &c., manufactured at the saw-mills cutting timber procured from Dominion lands shows about the same as last year. Full particulars are given in schedule 'B.'

As has been the practice in past years, I give the following particulars showing the total quantity of lumber disposed of during the year in this district (which covers the province of Manitoba and eastern Assiniboia), and also the source from whence it came:—

Sales from mills operated in western Ontario at points west of Port Arthur, viz: at Rat Portage, Keewatin, Savanne, Pigeon river, Rainy river and at a few other points. . . . .	125,000,000 feet.
Shipped from British Columbia. . . . .	105,000,000 "
From mills operated in Manitoba—	
On Dominion lands under license. . . . .	28,866,143 "
On Dominion lands under pay permits. . . . .	8,000,000 "
On Dominion lands under free permits. . . . .	6,000,000 "
Lumber imported from United States. . . . .	70,000,000 "
Total. . . . .	342,866,143 "
Estimated quantity sold during preceding year. . . . .	274,779,853 "

In addition to the quantity of lumber named as coming from the United States this year, a considerable quantity of round timber was brought in for manufacture at our mills. Mr. D. E. Sprague imported upwards of 4,000,000 feet which came from northern Minnesota and was brought down the Red river to Winnipeg.

During the year two valuable accessions were made to the number of mills in this agency.

The Red Deer Lumber Company have completed the erection of what is by far the largest capacity mill in Manitoba or the North-west, which is located at Red Deer lake, on a branch of the Canadian Northern Railway in township 45, range 28, west 1st meridian.

It is equipped throughout with the latest improved machinery, and is capable of cutting 150,000 feet B.M. in ten hours. The mill, planing-mill attachment and plant represent a money investment of upwards of \$200,000.

This company is conducting operations on timber berths Nos. 92, 958 and 988, respectively, and cut last winter upwards of 35,000,000 feet of timber, which is now in the process of being manufactured.

The other mill referred to is that of the Rat Portage Lumber Company erected at Norwood, across the Red river from Winnipeg. It has a capacity for ten hours of 60,000 feet, with accessories, which consist of a planing-mill and box factory. It



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represents an investment of upwards of \$70,000. This mill gets its logs from the Rainy river district, which are brought to it over the line of the Canadian Northern Railway. The output of lumber this year it is expected will be in the neighbourhood of 3,000,000 feet.

The following figures as to the wholesale price at which lumber is selling at railway points in this agency were obtained from careful inquiry:—

*Pine and fir—*

Dimension lumber. . . . .	\$18 to \$25 according to grade.
Finishing in fir. . . . .	30 to 40 " "
Flooring, siding and ceiling. . . . .	23 to 35 " "
Ship-lap and common boards. . . . .	18 to 21 " "

*Spruce—*

Dimension and boards. . . . .	16 to 18 " "
Lath. . . . .	\$2.75 to \$3.75 (including pine and fir)
Shingles (cedar). . . . .	1.80 to 2.50

The selling price in Winnipeg is slightly lower in some particulars than the figures above.

## FUEL.

The figures given hereunder represent approximately the quantity of coal used in Manitoba and in the Territories as far west as Regina, during the year, excepting that used by the railroads:—

	Tons.
American Anthracite. . . . .	48,000
" Bituminous. . . . .	9,500
Canadian Anthracite. . . . .	None
" Bituminous. . . . .	70,000
" Lignite (Souris). . . . .	105,000
	<hr/>
	232,500
The figures for the preceding year are. . . . .	160,500

## CORDWOOD.

I am unable to give even approximately the amount of cordwood consumed this year throughout the agency. I have been able to obtain that used in the city of Winnipeg, namely, 135,000 cords, which brought the following prices f.o.b. in car lots:—

Poplar. . . . .	\$3 00 to \$3 50
Tamarac. . . . .	4 50 " 5 00
Spruce. . . . .	3 75 " 4 25
Jack pine. . . . .	4 00 " 5 00
Oak. . . . .	5 50 " 6 00

## FOREST FIRES.

Owing to the wet fall and spring, and the action taken through the fire guardians under the forestry branch of the department, very little damage occurred to the timber on Dominion lands during the year.

## HAY.

The hay crop last year was light, and feed of all kinds was high-priced during the winter. This year there is an abundant crop of not only hay but oats and barley.



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The hay permits issued from this office during the year were:—

On school lands.....	493 for 13,890 tons
On Dominion lands.....	128 “ 2,840 “

#### BUILDING MATERIAL.

The demand for building material, besides lumber before referred to, has never been as great. The brick manufacturers and stone quarries have been working night shifts in order to meet the demands made upon them. The gypsum beds at Lake St. Martin, referred to fully in my last annual report, and the cement beds in southern Manitoba, have been worked to the fullest capacity of their plants. Reference is made in my report as agent of Dominion lands to the extent of building taking place in the city of Winnipeg and in the surrounding country.

It is gratifying to note that so large a proportion of the materials used in the construction of buildings and works is obtained in Canada, and chiefly within the province of Manitoba.

Respectfully submitted,

E. F. STEPHENSON,

*Crown Timber Agent.*

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands, collected at the Winnipeg Agency, for the Year ended June 30, 1904.

Month.	TIMBER DUES.				SCHOOL LANDS.			GRAZING LANDS.		HAY LANDS.			Mining Fees.	Totals.	
	Bonus.	Ground Rent.	Royalty.	Permits.	Seizures.	Cultiva- tion Permits		Timber Permits	Seizures	Dominion Lands.	School Lands.	HAY LANDS.			
						\$	cts.					\$	cts.	\$	cts.
1903.															
July.....															6,662 61
August.....															4,798 93
September.....															550 88
October.....															4,123 77
November.....															20 00
December.....															32 50
1904.															
January.....															4,871 04
February.....															5,424 44
March.....															1,623 52
April.....															3,956 64
May.....															3,897 55
June.....															4,752 93
Totals.....															56,834 76
Paid at Head office ..	77,860 41	3,517 91		29 50	19 20	2,317 50									83,744 52
Grand totals..	77,860 41	9,882 53	17,907 65	21,337 75	6,091 82	3 00	3,474 75							935 30	140,579 28

Total revenue for present year as above ..... \$ 140,579 28  
 " " previous year, 1902-03..... 117,983 83

Increase.....\$ 22,595 45

E. F. STEPHENSON,  
*Crown Timber Agent.*

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## SCHED

SHOWING Saw Mills in the Province of Manitoba operating under Govern

Name.	Situation of Mill.	Kind of Power	Location of Limits.	Lumber manufactured.	Lumber sold from quantity manufactured and from that on hand from previous year.	Lumber on hand.
				ft.	ft.	ft.
Peter McArthur.....	Lake Winnipegosis..	Steam	Lake Winnipegosis..	3,974,311	3,150,274	1,018,936
Wm. Robinson.....	Selkirk.....	"	Lake Winnipeg.....	2,936,810	2,795,238	173,789
Jas. Drake Lumber Co.	Bad Throat River...	"	Bad Throat River...	1,653,492	1,368,811	226,600
John Hanbury.....	Brandon.....	"	Duck Mountain.....	3,099,900	3,998,061	1,213,132
Dauphin Lumber Co.	Riding Mountain...	"	Riding Mountain...			
Kristjan Funison....	Icelandic River.....	"	Icelandic River.....			
J. D. McArthur.....	Tp. 14, R. 10 E.....	"	Tp. 14, R. 10 E.....	2,786,793	1,754,375	
Thomas & Co.....	Tp. 18, R. 3 E.....	"	Tp. 18, R. 3 E.....			
Jos. T. Thomas.....	Tp. 18, R. 3 E.....	"	Tp. 18, R. 3 E.....	430,000	430,000	
Ross Bros.....	Whitemouth.....	"	Whitemouth.....	1,149,921	1,149,921	
G. B. Housser.....	Riding Mountain...	"	Riding Mountain...		250,000	
A. L. Wells.....	Washow Bay.....	"	Washow Bay.....			
Wm. Peden.....	Rosburn.....	"	Rosburn.....	426,810	326,810	100,000
Thomas Fulton.....	Tp. 38, R. 5 W. 2...	"	Tp. 38, R. 5 W. 2...		102,185	138,615
Shaw Bros.....	Riding Mountain...	"	Riding Mountain...	2,190,942	3,442,915	1,723,402
Lake Manitoba Quarry and Trans. Co.....	Lake Manitoba.....	"	Lake Manitoba.....	209,500	31,000	178,500
Theo. A. Burrows.....	Garland.....	"	Garland.....	4,358,262	4,844,059	275,008
J. H. McClure.....	Tp. 19, R. 2 E.....	"	Tp. 19, R. 2 E.....	396,653	376,006	190,774
W. J. Manning.....	Tp. 20, R. 1 W.....	"	Tp. 20, R. 1 W.....	560,131	390,131	170,000
Ritchie Bros.....	Ochre River.....	"	Ochre River.....	703,880	902,116	481,821
Mackenzie & Mann Co.	Fisher's Siding.....	"	Fisher's Siding.....		80,674	
D. E. Sprague.....	Winnipeg.....	"	Rosseau River.....	561,319	699,267	
D. H. Briggs.....	Shell River.....	"	Shell River.....	785,638	1,654,842	
Red Deer Lumber Co.	Swan River.....	"	Tp. 40, R. 5 W. 2...	2,894,237	859,958	2,230,400
Swan River ".....	Minitonas.....	"	Tp. 36, R. 24 W....	1,602,929	259,500	1,469,726
				30,721,528	28,866,143	9,590,703



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## ULE B.

ment License, for the year between June 30, 1903, and June 30, 1904.

Shingles manufactured.	Shingles sold from quantity manufactured and from that on hand from previous year.	Shingles on hand.	Lath manufactured.	Lath sold from quantity manufactured and on hand from previous year.	Lath on hand.	Railway ties manufactured.	Railway ties sold.	Last Return.	Remarks.
cds.	cds.	cds.	M.	M.	M.	pcs.	pcs.	1904.	
	4,250		1,700	34,750		6,447	6,447	June 30.	
45,000	144,250						2,896	" 30.	
								" 30.	
								" 30.	
								Mar. 31.	Not operating this season.
								June 30.	" "
							425	" 30.	875 cords wood sold.
								" 30.	Not operating this year.
								" 30.	
								" 30.	
								Mar. 31.	
								June 30.	Logs cut but not manufactured.
								Mar. 31.	
387,750	416,250	172,750	173,750	206,550	88,350			June 30.	
								" 30.	
			41,150	41,150				" 30.	Permit.
								" 30.	350 cords wood sold.
								" 30.	
	140,000							" 30.	112 "
								" 30.	
							483	" 30.	2,000 posts sold; 454 cds. wd. sold.
			498,666	125,650	373,016			" 30.	4,000 " 5 "
								" 30.	
								Mar. 31.	
432,750	578,750	172,750	715,266	718,100	461,366	6,447	10,251		

E. F. STEPHENSON,

*Crown Timber Agent.*

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## No. 20.

## REPORT OF THE CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
NEW WESTMINSTER, B.C., September 15, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to submit herewith my annual report for the twelve months ending June 30, 1904.

The receipts of this agency for the fiscal year ending June 30, 1904, amounted to \$98,700.62.

I also inclose schedule of mills situated in the Dominion railway belt in the province of British Columbia, which gives the usual statistics respecting the timber trade.

There has been quite a falling-off in the collections for royalty as compared with last year, owing to the dullness of the trade in the North-west and Manitoba, but I anticipate greater activity in the near future, as the magnificent wheat crop in these provinces should result in the trade in these quarters being materially increased. The decrease in the collections for royalty can also be accounted for by the fact that mill owners here are operating more extensively on lands held by them from the provincial government than on those held under Dominion license.

The export trade to foreign countries during the past year has not been as satisfactory as was expected.

We have been in considerable danger this year from forest fires, owing to the excessively dry, hot summer we have had. I do not anticipate that any serious damage has been done to timber lands within the railway belt, owing to the careful and efficient manner in which the fire wardens have discharged their duties. I would, however, urge that the provincial government be asked to pass more stringent laws concerning the setting out of fires, and that a close season be proclaimed, during which time, it shall be illegal to set out fires for any purpose, unless a permit shall have been first obtained, said permit to be issued by the officer in charge of the district where such fire is intended to be set out. The fire warden would then be able to look after the fire, and if necessary, prevent it from spreading. The preservation of our timber in this province is of the utmost importance, and every means possible should be taken to prevent the careless and wanton destruction often caused by irresponsible persons.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

JAMES LEAMY,

*Crown Timber Agent.*

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## STATEMENT of Receipts of New Westminster Crown Timber Agency for the Fiscal Year ending June 30, 1904.

Month.	Ground Rent.	Royalty.	Permit Dues.	Seizure Dues.	Total.
1903.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
July.....	181 45	5,720 95	112 35		6,014 75
August.....	279 01	960 20	17 75		1,256 96
September.....	0 08		176 90	1,470 60	1,647 58
October.....	1 40	5,485 83	63 75		5,550 98
November.....	13 35	1,018 18	57 50		1,089 03
December.....	41 22	835 71	20 95		897 88
1904.					
January.....	8 10	2,843 59	195 76		3,047 45
February.....	7 39	123 09	50 50		180 98
March.....	11 49	312 30	317 25		641 04
April.....	802 40	203 95	2 75		1,009 10
May.....	2,303 51	193 99	731 81		3,229 31
June.....	4,242 49	758 77	9 41		5,010 67
	7,891 89	18,456 56	1,756 68	1,470 60	29,575 73
Payments received at Head Office on account of this agency.....					69,124 89
Grand total.....					98,700 62



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LIST of Mills operating in Dominion Railway Belt of British Columbia and Statement showing Quantity of Timber manufactured during fiscal year ended June 30, 1904.

Name of Owner.	Where Situated.	Capacity of Mill.	Power.	Operating on Limit No.	Locality of Limit.	Quantity of Lumber manufactured.		Quantity of Lumber sold from previous year.		Quantity of Lumber on hand.
						Ft.	Ft.	Ft.	Ft.	
J. R. Reilly & Co.	Ottertail.	70,000	Steam.	5	Ottertail.			1,232,804		337,195
W. C. Wells.	Palliser.	30,000	"	3 and 29	Beaver Foot and Kicking Horse.			2,117,431		1,170,356
Columbia River Lumber Co.	Golden.	40,000	"	258, 257, 278, 231	Columbia River.	3,060,800		3,117,908		
"	Beaver.	100,000	"	15 and 16	"	317,908		3,185,222		1,761,755
"	Kualt.	40,000	"	250, 71, 72, 78, 45, 242	Shuswap.	4,270,356		2,384,013		625,349
"	Carlin.	15,000	"	239	"	2,567,956		720,976		493,137
Yale Columbia Lumber Co.	Nakusp.	30,000	"	114	Columbia River.	747,295				
Empire Lumber Co.	Revelstoke	30,000	"	112, 113, 123, 207, 249	"	6,040,878		3,538,541		2,502,337
"	Comaplix	50,000	"	Not operating.	"					
"	Wigwam	*30,000	"	118	"	623,580		623,580		
Revelstoke Lumber Co.	Big Tddy	40,000	"	Not operating.	Shuswap Lake.	477,000		683,000		968,412
Ashcroft Water, Elec. and Imp. Co.	Kamloops.	50,000	"	240, 263	Harrison Lake	1,934,693		702,975		8,200,142
Harrison River Mills T. and T. Co.	Harrison River.	75,000	"	63, 254, 248	Stave River and Lake.	1,127,876		1,061,888		527,455
E. H. Heaps & Co.	Ruskin.	25,000	"	185, 96, 33	"					
"	Cedar Cove	100,000	"	Not operating.	Chilliwack River.					
North Pacific Lumber Co.	Barnet.	120,000	"	33, blk 2, 138	Stave River and Lake.	914,847		914,847		
Brunette Saw Mill Co.	Sapperton.	75,000	"	Not operating.	Mud Bay.					
B. C. Mills Timber and Trading Co.	New Westminster.	90,000	"	"	"					
"	Vancouver.	225,000	"	"	"					
Grant & Kerr.	Ladner.	25,000	"	234	"					
Pacific Coast Lumber Co.	Vancouver.	125,000	"	Not operating.	and Stave Lake.	335,560		335,560		
Hastings Shingle Manufacturing Co.	"	*125,000	"	52	Coquihalla River.					
Canadian Pacific Lumber Co.	Port Moody.	75,000	"	111	Port Moody.					
G. E. Farrer.	Vancouver.	No mill.	"	209	Coquitlam River.					
K. Mikuni.	"	"	"	246	North Arm, Burrard Inlet.					
Thos. Allen.	Sapperton.	"	"	236	Pitt Lake.	23,300		25,000		24,000
Vancouver Power Co.	Vancouver.	"	"	O	Burrard Inlet.	268,233		268,233		
West Coast Timber Co.	"	"	"	Not operating.	"					

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W. H. Pratt...	Revelstoke	"	Steam.	64	Greeley Creek.	.....	.....	.....
Big Bend Lumber Co.	Arrowhead.	100,000	"	Not operating.	Columbia River.	.....	.....	.....
A. McMillan	"	125,000	"	333 and 335	"	.....	.....	.....
Okanagan Lumber Co.	Enderby	50,000	"	Not operating.	Spillamacheen River.	.....	.....	.....
J. C. Shields.	Annis.	*70,000	"	"	Shuswap Lake	.....	.....	.....
						22,710,222	18,776,418	11,973,699

\* Shingles.





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	March 30.	June 30.
Big Bend Lumber Co.....	4	16
A. McMillan .....	.....	.....
Okanogan Lumber Co. ....	.....	.....
J. C. Shields.....	.....	.....
	6,395	7,347
	1,282,617	6,480
	728,350	656,067
	62,060	62,060
	3,766	223

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## No. 21.

## REPORT OF THE CROWN TIMBER AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE,  
CALGARY, August 15, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to inclose herewith the following statement for the twelve months ended June 30, 1904 :—

Schedule 'A.'—Statement of receipts on account of Crown timber, covering the period referred to, amounting to \$31,495.46.

Schedule 'B.'—General office work.

Schedule 'C.'—Showing the saw-mills within the Crown timber agency in operation under government license to June 30, 1904.

The lumber business is in a very flourishing condition. It has been estimated by Mr. Forest Ranger Margach that about 20,000,000 feet of lumber has been brought in from British Columbia, about 11,727,696 feet manufactured in the Calgary district, and only about 60,000 feet reported through this port as having been imported from the United States. However, this does not represent the total quantity imported into Alberta as firms located in the state of Washington have representatives on the road selling their lumber, which I believe is passed through the customs ports on the boundary. Lumber dealers have very little to say about the quantity purchased outside of the lumber association.

Of the quantity manufactured in this district, 2,500,000 feet were the output of portable mills manufactured for settlers under permits; the balance from logs cut on the different timber berths and lands purchased from railway companies. Common lumber is retailing at \$19 per M.

I was glad to hear from Mr. Margach that there were no forest fires during the year, but I regret to say that there has been a very bad fire in the timber along the Crow's Nest Pass Railway in the vicinity of Blairmore during the last month.

I am, sir, your obedient servant,

J. R. SUTHERLAND,  
*Crown Timber Agent.*

SESSIONAL PAPER No. 25

## CALGARY CROWN TIMBER AGENCY.

## SCHEDULE A.

STATEMENT of receipts on account of Crown Timber for the year ended the 30th June, 1904.

	Dominion Lands.
1903.	\$ cts.
July.....	1,415 36
August.....	344 16
September.....	67 45
October.....	1,388 10
November.....	337 46
December.....	386 42
1904.	
January.....	1,976 29
February.....	686 57
March.....	227 85
April.....	782 22
May.....	1,409 28
June.....	236 89
Head Office.....	9,258 05
	22,237 41
	31,495 46

## SCHEDULE B.

GENERAL Office Return of the Calgary Crown Timber Agency for the year ending 30th June, 1904.

Name.	Number.	Increase.	Remarks.
Letters written.....	14,550	6,738	Including Dominion Lands.
Letters received.....	23,571	9,657	" " "
Permits issued subject to dues.....	38	8	
Free permits issued.....	677	238	
Mill returns received and verified.....	41		



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SCHEDULE C.  
Showing the Saw-mills in the Calgary Crown Timber Agency operating under Government Licenses, for the year ending June 30, 1904.

Number.	Name of Owner or Assignee.	Where Situated.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Kind of Timber.	Logs, Cut at	Logs on hand, June 30, 1903. Manufactured and sold since June 30, 1903. Balance on hand date of last return.	Shingles.	Date of last return.	No. of Returns received.	Remarks.
1	Hon. Peter McLaren...	Mill Creek...	Water	20	1882	Spruce and Fir	Mill Creek...	On hand June 30, 1903... Manufactured..... Sold..... On hand March 31, 1904. Feet. 91,647 Nil. Nil. 91,647	Nil.	Mar. 31, 1904.	3	Timber berth 36.
2	Hon. Peter McLaren...	Blairmore...	Steam	40	1882	Spruce and Fir	Old Man's River	On hand June 30, 1903... Manufactured..... Sold..... On hand June 30, 1904... 4,448,722 3,326,190 1,122,532	"	June 30, 1904.	4	Timber berth 36a.
3	Eau Claire and Bow River Lumber Company, ...	Calgary...	Steam	65	1887	Fir, Spruce, Cypress and Pine.	Spray River...	On hand June 30, 1903... Manufactured..... Sold..... On hand June 30, 1904... 1,821,117 3,197,547 5,108,664 3,333,145 1,685,519	"	June 30, 1904.	4	Timber berth 417.
4	John Lineham.....	Okotoks...	Steam	50	1890	Fir and Spruce	Sheep Creek...	On hand June 30, 1903... Manufactured..... Sold..... On hand June 30, 1904... 499,987 1,041,334 1,541,321 1,225,529 315,792	"	June 30, 1904.	5	Timber berth 5

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5 Wm. Smibert.	Cypress Hills. Steam.	Spruce	Cypress Hills, 2-8-3-5.	On hand June 30, 1903.. Manufactured .....	53,000 99,000 152,000 115,000 On hand March 31, 1904. 37,000	"	Mar. 31, 1904.	3 Timber berth 784.
6 DeWolf and Carscadden.	Sec. 28, Tp. 9, Steam. R. 30, W 4 M.	1903 Fir and Spruce	W $\frac{1}{2}$ 36-14-1, W. 5 M.	On hand June 30, 1903.. Manufactured .....	255,019 166,112 421,131 265,732 On hand June 30, 1904. 155,399	"	June 30, 1904.	4 Timber berth 1036
7 R. L. Findlay	N $\frac{1}{2}$ 36-14-1-5. Steam.	1902 Fir and Spruce	N $\frac{1}{2}$ 36-14-1-5.	On hand June 30, 1903.. Manufactured .....	205,532 16,943 222,475 222,475 On hand Dec. 31, 1903. Nil.	"	Dec. 31, 1903.	2 Timber berth 984.
8 Duncan McMillan	Red Deer Riv'r Steam.	1903 Fir and Spruce	Tp. 32, R. 5, W. 5 M.	On hand June 30, 1903.. Manufactured .....	Nil. 883,700 883,700 On hand March 31, 1904. Nil.	"	Mar. 31, 1904.	3 Timber berth 252.
9 W. & J. Rutherford.	S. 10, T. 8, R. Steam. 3, W. 5 M.	1903 Fir and Spruce	10-8-3-5.	On hand June 30, 1903.. Manufactured .....	Nil. 20,000 20,000 On hand March 31, 1904. Nil.	"	Mar. 31, 1904.	2 Timber berth 1027
10 W. D. Lineham.	High River. Steam.	1900 Fir and Spruce	High River.	On hand June 30, 1903.. Manufactured .....	Nil. 632,159 484,212 On hand Dec. 31, 1903. 147,947	"	Dec. 31, 1903.	2 Timber berth 579.

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SCHEDULE C.—Showing the Saw-mills in the Calgary Crown Timber Agency, &c.—*Concluded.*

Number.	Name of Owner or Assignee.	Mill Where Situated.	Kind of Power.	No. of Horse Power.	Commenced Operations.	Kind of Timber.	Logs Cut at	Logs on hand, June 30, 1903. Manu- factured and sold since June 30, 1903. Balance on hand date of last return.	Shingles.	Date of last return.	No. of Returns received.	Remarks.
11	M. Otterbine.....	Didsbury.....	Steam Port- able.	.....	1902.....	.....	.....	Feet. On hand June 30, 1903.. 45,707 Manufactured..... 338,851 Sold..... 384,558 249,156 On hand June 30, 1904.. 135,402	Nil.	June 30, 1904.	4	Timber berth 1021
12	G. A. Love.....	Red Deer.....	Steam	.....	1903.....	.....	.....	Nil On hand June 30, 1903.. Nil Manufactured..... 795,000 Sold..... 795,000 On hand June 30, 1904.. Nil	"	June 30, 1904	..	Timber berth
13	W. D. Lineham.....	High River.....	Steam	.....	1903.....	.....	High River.....	Nil On hand June 30, 1903.. Nil Manufactured..... 580,800 Sold..... 349,399 On hand June 30, 1904.. 231,401	"	June 30, 1904.	1	Timber berth 1124



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## No. 22.

## REPORT OF THE CROWN TIMBER AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

EDMONTON, ALTA., August 20, 1904.

The Commissioner of Dominion Lands,  
Ottawa.

SIR,—I have the honour to inclose herewith Schedules 'A' and 'B,' relating to the work of the timber and mines branch of this agency for the year ending June 30, 1904.

I also inclose a list and the amount of the lumber sawn by the portable mills in the Edmonton district. The total amount cut in B.M. by berth owners was 10,161,175 feet, and for the settlers by the portable mills 6,325,000 feet, making the total cut of native lumber to be 16,486,175 feet.

I have the honour to be, sir, your obedient servant,

A. G. HARRISON,

*Crown Timber Agent.*

## SCHEDULE A. -

STATEMENT of Receipts from Timber, Grazing, Hay and Mines at Edmonton Office for twelve month ending 30th June, 1904.

Month.	Dominion Lands.	School Lands.
1903.	\$ cts.	\$ cts.
July.....	454 27	143 40
August.....	166 75	45 30
September.....	69 52	0 60
October.....	317 52	12 15
November.....	662 85	33 45
December.....	1,426 71	38 40
1904.		
January.....	1,022 70	47 30
February.....	1,404 81	45 27
March.....	1,018 72	340 99
April.....	460 61	101 45
May.....	814 40	28 90
June.....	601 82	48 42
Head Office.....	8,420 68 34,519 32	885 63
	42,940 00	

Certified correct,

A. G. HARRISON,

*Crown Timber Agent.*

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## SCHEDULE B.

RETURN of Saw-mills operating in Edmonton Crown Timber Agency under Government License during the year ending June 30, 1904.

Name of Owner or Assignee.	Where situated.	Kind of Power.	Number of Horse Power.	Operations began.	Logs Cut on Limit.	Lumber Manufactured in Period.	Lumber Sold in Period.	Date of Last Return.	Kind of Timber.	Number of Returns made.
D. R. Fraser & Co	Edmonton.	Steam.	150	1899	788	35,000	35,000	June 30 1904.	Spruce	21
"	"	"	150	"	1,008	"	"	" 30	"	7
"	"	"	150	"	812	"	"	" 30	"	4
"	"	"	150	"	1,141	"	"	" 30	"	2
"	"	"	150	"	1,150	"	"	" 30	"	2
John Walter	Strathcona.	"	150	1900	881	"	"	" 30	"	14
"	"	"	150	"	864	"	"	" 30	"	16
"	"	"	150	"	1,140	"	"	" 30	"	2
"	"	"	150	"	1,163	"	"	" 30	"	1
D. R. Fraser & Co. and John Walter	Edmonton & Strathcona	"	100 & 150	1900	496	950,029	1,360,029	" 30	Spruce	17
"	"	"	100 & 150	1900	9 bl 5 & 6	5,684,929	4,787,039	" 30	"	18
"	"	"	100 & 150	"	302	"	"	" 30	"	13
"	"	"	100 & 150	"	1,091	"	"	" 30	"	3
"	"	"	100 & 150	"	1,161	"	"	" 30	"	1
"	"	"	100 & 150	"	1,160	"	"	" 30	"	1
Dearing Implement Co.	Stony Plain.	"	887	1900	"	640,903	435,253	" 30	"	12
L. E. Benz.	Crooked Lake.	"	1900	1900	860	37,000	37,000	" 30	Spruce	15
Foulger & Rowley	Ponoka.	"	100	1901	949	53,000	53,000	" 30	"	9
A. J. Eccles.	Spruce Grove	Steam.	"	1901	924	"	"	1903.	"	9
"	"	"	"	"	1,030	"	"	June 30 Dec 31	Spruce	3
Ineson & McPhee	"	Steam.	"	1903	1,042	300,000	238,000	1904.	"	6
J. A. Powell	Half Moon Lake.	"	"	1903	849	309,800	309,800	June 30 Mar 31	"	13
W. S. Dwinell	"	"	"	"	955	"	"	June 30	"	11
"	"	"	"	"	962	"	"	" 30	"	11





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## SCHEDULE B.

RETURN of Saw-mills operating in Edmonton Crown Timber Agency under Government License during the year ending June 30, 1904.—*Concluded.*

Name of Owner or Agency.	Where situated.	Kind of Power.	Number of Horse Power.	Operations began.	Logs cut on limit.	Lumber Manufactured in Period.	Lumber Sold in Period.	Date of last Return.	Kind of Timber.	Number of Returns made.
John Gentles	.....	.....	.....	.....	No. 1,092	B.M. 229,521	B.M. 299,521	1904. June 30	.....	0
"	.....	.....	.....	.....	1,095	.....	.....	" 30	.....	0
John Fraser	.....	.....	.....	1904	1,043	.....	.....	June 30	.....	1
D. E. Noyes & Sons	.....	.....	.....	.....	1,109	.....	.....	" 30	.....	2
A. W. Fraser	.....	.....	.....	.....	1,122	.....	.....	.....	.....	0
Edmond Lyons	.....	.....	.....	.....	1,131	.....	.....	June 30	.....	0
J. G. Edgar	.....	.....	.....	.....	1,137	.....	.....	" 30	.....	1
J. H. Morris	.....	.....	.....	.....	1,149	.....	.....	.....	.....	1
Pollock & Young	.....	.....	.....	.....	1,155	.....	.....	.....	.....	0
Total	.....	.....	.....	.....	.....	10,161,175	9,303,033	.....	.....	367

Certified correct.

A. G. HARRISON,  
Crown Timber Agent.

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## No. 23.

## REPORT OF THE CROWN TIMBER AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE,

PRINCE ALBERT, SASKATCHEWAN, July 11, 1904.

The Commissioner of Dominion Lands,  
Ottawa, Ont.

SIR,—I have the honour to inclose herewith the following statements for the year ending June 30, 1904:—

Schedule 'A.'—Statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B.'—Statement showing saw-mills operating under government license.

Schedule 'C.'—Statement showing general work during the year.

Your obedient servant,

J. W. HANNON,

*Crown Timber Agent.*

## SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay Lands at the Crown Timber Office, Prince Albert, for the twelve months ending June 30, 1904.

Month.	Dominion Lands.	School Lands.	Total.
1903.	\$ cts.	\$ cts.	\$ cts.
July.....	932 96	23 80	956 76
August.....	122 82		122 82
September.....	654 39		654 39
October.....	47 13		47 13
November.....	2,735 46		2,735 46
December.....	1,560 13		1,560 13
1904.			
January.....	1,821 74		1,821 74
February.....	513 30		531 30
March.....	1,435 77		1,435 77
April.....	902 83	75 78	978 61
May.....	2,341 71	7 70	2,349 41
June.....	326 35	14 60	340 95
Total.....	13,394 59	121 88	13,516 47
Collected at Head office.....	25,660 75		
Grand total.....	39,055 34	121 88	13,516 47

CROWN TIMBER OFFICE,  
PRINCE ALBERT, July 11, 1904.

J. W. HANNON,

*Crown Timber Agent.*

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## SCHEDULE B.

STATEMENT showing Saw-mills in the Prince Albert district operating under Government License, during the year ending June 30, 1904.

Name of Owner.	Horse-power and kind.	Capacity per 12 hours.	Commenced operations.	Description of timber.	Where cut.	(Quantity of lumber manu- factured during the year.	Feet.	Quantity of lumber sold.	Number of shingles manufactured during the year.	Number of shingles sold during the year.	Date of last return and total of returns made.
James H. Sanderson. ....	225, Steam..	36,000	1888	Spruce.	Limits north of Sturgeon Lake.	3,051,121	2,863,143	478,333	425,333	June 30, 1904.	
Wm. Cowan & Co. ....	130, " ..	30,000	1890	" ..	Limits up Little Red river..	4,338,990	3,733,397	647,500	488,500	" 30, 1904.	
Shannon & Co. ....	35, " ..	14,000	1899	" ..	Limits up Little Red river..	2,286,724	1,156,217	116,300	116,300	" 30, 1904.	
The Telford Lumber Co. ....	264, " ..	75,000	1902	" ..	Limits on Sturgeon lake....	5,680,187	2,187,781	319,150	275,350	" 30, 1904.	
						15,357,022	9,840,538	1,561,283	1,305,483	180	

J. W. HANNON,  
*Crown Timber Agent.*CROWN TIMBER OFFICE,  
PRINCE ALBERT, July 11, 1904.



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## SCHEDULE C.

General return of the Crown timber office, Prince Albert, for the year ending June 30, 1904.

Timber permits issued.. . . .	1,162
Hay permits issued.. . . .	90
Timber seizures.. . . .	51
Free miners' certificates issued.. . . .	2
Mill returns received.. . . .	180

J. W. HANNON,

*Crown Timber Agent.*

CROWN TIMBER OFFICE,

PRINCE ALBERT, July 11, 1904.

## No. 24.

## REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,

ORDNANCE AND ADMIRALTY LANDS BRANCH,

OTTAWA, July 25, 1904.

JAS. A. SMART, Esq.,

Deputy Minister of the Interior.

SIR,—I have the honour to submit the following report in relation to the work of this branch of the department during the fiscal year ended June 30, 1904.

The statements annexed are:—

(A.) Statement of sales made during the year ended June 30, 1904. Total, \$1,230.13.

A lot on the canal reserve at Burlington beach, Ontario, 50 feet by 89 feet, was sold for \$50.

The consideration money for five and one half lots in the city of Ottawa has been paid, and letters-patent have been issued in accordance with the terms of the original leases granted by the Imperial authorities.

The seigniorial rents payable on two lots in Sorel, P.Q., were commuted into a capitalized payment of \$132.58 and the lots patented.

(B.) Statement showing localities on account of which moneys have been received during the fiscal year. Total amount, \$30,494.34.

The contingent expenses of the branch for the corresponding period were \$1,078.10.

(C.) Statement showing the receipts, month by month, divided into principal, rent or interest, and fees.

(D.) Statement showing the amount due and remaining unpaid on June 30, 1904, in the several localities where ordnance lands are situated, classified as rent or interest and principal moneys. The total amount shown to be due is \$64,648.19, a decrease of \$26,299.50 when compared with last year. Of the amount remaining unpaid, \$52,000 is due by the city of Toronto for land purchased for the enlargement of the cattle market in that city.

A definite estimate of the work done in this branch cannot be formed, as the duties of the office require constant attendance to answer inquiries and make explanations, entailing searches and the examination of records, which create a large amount

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extra work. During the year 360 letters were received, 478 were written, and more than 1,000 statements of account mailed to tenants and purchasers in arrears; 17 assignments were examined and registered; 27 drafts of letters-patent were prepared, and upwards of 500 accounts now open with the respective purchasers and tenants of ordnance lands have been carefully kept.

I have the honour to be, sir,

Your obedient servant,

JAS. N. FERGUSON,

*Clerk in Charge.*

A.—STATEMENT of Sales made during the year ended June 30, 1904.

Locality.	No of Lots Sold or Redeemed.	Amount.	Amount Received on Account.
		\$ cts.	\$ cts.
Burlington Beach.....	1 lot.....	50 00	50 00
Ottawa.....	5½ lots redeemed.....	1,047 55	1,047 55
Sorel.....	2 lots.....	132 58	132 58
Total.....		1,230 13	1,230 13

JAS. N. FERGUSON,

*Clerk in Charge.*

DEPARTMENT OF THE INTERIOR,

ORDNANCE AND ADMIRALTY LANDS BRANCH,

OTTAWA, July 25, 1904.



B.—STATEMENT showing the several localities on account of which moneys have been received during the fiscal year ending June 30, 1904.

Locality.	Amount.	Locality.	Amount.
	\$ cts.		\$ cts.
Amherstburg.....	2 00	Brought forward.....	2,553 96
Beaver Harbour.....	2 00	Oromocto.....	0 50
Burlington Beach.....	557 50	Oxford.....	0 60
Charlottetown.....	18 67	Ottawa.....	2,346 44
Edmundston.....	48 20	Point Pelee.....	945 55
Elmslie.....	19 40	Prescott.....	1 00
Fort Erie.....	61 70	Quebec.....	22,357 55
Fort Cumberland.....	55 00	Presqu'Isle.....	0 50
Grenville.....	2 20	Sorel.....	201 04
Grand Falls.....	350 41	Sarnia.....	40 00
Kingston.....	444 25	Shelburne.....	31 00
Longueuil.....	373 20	St. Joseph's Island.....	160 00
Montreal.....	1 00	Toronto.....	1,681 00
Nepean.....	589 43	Wollford.....	117 80
Niagara.....	20 00	Registration fees.....	57 00
Owen Sound.....	9 00		
Carried forward.....	2,553 96	Total.....	30,494 34

JAS. N. FERGUSON,

*Clerk in Charge.*

DEPARTMENT OF THE INTERIOR,

ORDNANCE AND ADMIRALTY LANDS BRANCH,

OTTAWA, July 25, 1904.

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C.—STATEMENT of receipts on account of Ordnance and Admiralty Lands for the fiscal year ending June 30, 1904.

Date.	Fees.	Rent or Interest.	Principal.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1903.				
July .....	8 00	664 82	260 00	932 82
August .....	1 38	18,583 26	378 38	18,963 02
September .....	6 62	186 71	42 00	235 33
October .....	12 00	219 63	132 25	363 88
November .....		114 06	86 38	200 44
December .....		151 00	55 00	206 00
1904.				
January .....	10 00	2,472 72	2,834 16	5,316 88
February .....	2 00	434 46	4 30	440 76
March .....	4 00	442 20	1,354 50	1,800 70
April .....	8 00	251 92	102 06	361 98
May .....		214 18	93 40	307 58
June .....	5 00	1,165 92	194 03	1,364 95
	57 00	24,900 88	5,536 46	30,494 34

JAS. N. FERGUSON,  
*Clerk in Charge.*

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, July 25, 1904.



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D.—STATEMENT showing amount due and unpaid on account of instalments of Purchase Money, Rent or Interest to June 30, 1904.

Locality.	Amount of instalments due and unpaid June 30, 1904.	Rent or Inter- est due and unpaid June 30, 1904.	Total.
	\$ cts.	\$ cts.	\$ cts.
Beaver Harbour.....		2 00	2 00
Carillon.....		4 20	4 20
Chambly.....	152 00	209 76	361 76
Charlottetown.....		18 67	18 67
Dalhousie.....	23 00	4 14	27 14
Edmundston.....	196 06	85 16	281 22
Fort Cumberland.....		123 00	123 00
Fort Erie.....	174 00	25 80	209 80
Grand Falls.....	1,079 16	341 32	1,420 48
Grenville.....		2 20	2 20
Kingston.....	50 96	42 84	93 80
Longueuil.....		125 00	125 00
Marlborough.....		54 00	54 00
Montreal.....		1 00	1 00
Nepean.....	2,679 00	271 98	2,950 98
Niagara.....	1,188 00	237 60	1,425 60
Oromocto.....		0 25	0 25
Ottawa.....		4,300 31	4,300 31
Owen Sound.....		99 50	99 50
Oxford.....		26 60	26 60
Point Pelee.....		1 00	1 00
Presqu'Isle.....		0 50	0 50
Pomroy Bridge.....		5 75	5 75
Queenston.....		1 00	1 00
Quebec.....		830 00	830 00
Shelburne.....		1 00	1 00
St. Croix.....		1 00	1 00
Sorel.....		229 43	229 43
Toronto.....	52,000 00		52,000 00
Wolford.....		51 00	51 00
Total.....	24,575 18	7,106 01	64,648 19

JAS. N. FERGUSON,  
*Clerk in Charge.*

DEPARTMENT OF THE INTERIOR,  
ORDNANCE AND ADMIRALTY LANDS BRANCH,  
OTTAWA, July 25, 1904.

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## No. 25.

## REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,

OTTAWA, October 17, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to inclose herewith the several statements hereinafter enumerated, which are necessary to illustrate the work affecting this branch of the department required in connection with the preparation of the annual report of the Department of the Interior for the fiscal year ended June 30 last.

By reference to the statement marked A., showing the number of homestead entries made during the year at the several land agencies, it will be found that fewer numbers were made than during the preceding year. This state of affairs may, I think, be accounted for very largely by the fact that during last spring the rivers and streams in the west, owing to the wet season and the large quantity of melting snow, had to a great extent overflowed their banks, making the prairies one vast slough, and preventing traffic, so that intending homesteaders were not able to reach the part of the country they had intended to make their future homes in.

There were during the year, however, entries made to the number of 26,073, representing an increase of population of 68,381 souls as compared with 31,383 and representing 89,807 souls during the preceding year.

By the numbers of the entries made, according to returns by agencies, the districts which are favourite localities appear to be Regina, Yorkton, Edmonton and Calgary.

Statement B. is an abstract of letters-patent covering Dominion lands situated in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from this department during the fiscal year ended June 30 last, compared with the fiscal year ended June 30, 1903. From this statement it will be observed that 6,890 patents were issued, covering an area of 2,982,579 acres, for the year just past, while for the same period during the year 1903 there were 7,349 patents issued, covering an area of 3,266,388 acres, a decrease in both the number of patents issued and the area covered thereby. This decrease can be accounted for by the diminished area patented to railway companies, and for land upon which half-breed scrip had previously been located.

There still remains outstanding 61,848 acres of land located under scrip which issued of late years in satisfaction of half-breed claims. This area is mostly in the hands of half-breed minors, who have disposed of their claims, but until they have attained their majority they are not in a position to execute proper assignments.

Statement C. shows the number of acres of swamp lands in Manitoba transferred by Order in Council to the province of Manitoba up to June 30, 1904.

Although no additional lands have been transferred to the province since my last report, it would naturally be supposed that the area would be the same as then published, but, instead of this being the case, a decreased area is shown by this year's statement, which is explained in a note attached to this statement. The difference being a technical one only, the lands, all being swamp lands, were passed to the province as such, no note being taken of the difference in the authority which gives to

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Canada the right to deal with lands of that nature lying within the boundaries of the province.

There have been no reports from the swamp lands commissioners of lands examined by them up to June 30 last, and, consequently, there can have been no additional transfers made of lands found to be swamp lands within the meaning of the Swamp Lands Act.

The remaining statements do not call for any comment, they being of a routine nature, and explaining themselves.

Since the date of my last report, I am sorry to say that a familiar face is missed from the branch which we will see no more, of one who had served the department faithfully and well for upwards of a quarter of a century. I allude to the late Mr. R. Rauscher, D.L.S., who died on February 18, 1904.

I am pleased to report that during the year the work of the branch has been well kept up, the issue of patents being up to date.

The statements in connection with this report are marked and designated as follows:—

A.—Showing the number of homestead entries made during the fiscal year ended June 30, 1904, compared with the corresponding period of the previous year.

B.—Abstract of letters-patent covering Dominion lands situate in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from the Department of the Interior during the fiscal year ended June 30, 1904, compared with the fiscal year ended June 30, 1903.

C.—Statement showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the province of Manitoba up to June 30, 1904.

D.—Statement showing the number of patents forwarded to the several registrars of the land registration districts in the North-west Territories, and the number of notifications mailed to patentees during the year ended June 30, 1904.

E.—Statement showing the number of entries cancelled during the year ended June 30, 1904, also the year in which the entries were made.

F.—Statement showing the number of deeds of transfer recorded at head office during the year ended June 30, 1904.

G.—Statement of entries affecting Dominion lands which were made at head office during the fiscal year ended June 30, 1904.

Your obedient servant,

WM. M. GOODEVE,

*Chief Clerk of Patents.*



## SESSIONAL PAPER No. 25

A.—STATEMENT showing the number of Homestead entries made during the fiscal year ended June 30, 1904, compared with the corresponding period of the previous year.

Agency.	Fiscal Year ending June 30, 1903.	Fiscal Year ending June 30, 1904.	Increase.	Decrease.	Net Decrease.
Alameda.....	2,808	1,665	.....	1,143	
Battleford.....	1,198	1,772	594	.....	
Brandon.....	1,307	489	.....	818	
Calgary.....	1,911	2,664	753	.....	
Dauphin.....	454	388	.....	66	
Edmonton.....	3,160	2,581	.....	579	
Kamloops.....	91	180	89	.....	
Lethbridge.....	1,532	1,722	190	.....	
Minnedosa.....	433	262	.....	171	
New Westminster.....	29	28	.....	1	
Prince Albert.....	2,888	1,634	.....	1,254	
Regina.....	7,259	6,595	.....	664	
Red Deer.....	1,466	1,234	.....	232	
Winnipeg.....	1,059	866	.....	193	
Yorkton.....	5,788	3,993	.....	1,795	
Total.....	31,383	26,073	1,606	6,916	5,310

Representing in 1903.....89,807 souls.  
 " " 1904.....68,381 "

WM. M. GOODEVE,  
*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,  
 LAND PATENTS BRANCH,  
 OTTAWA, October 17, 1904.

4-5 EDWARD VII., A. 1905

B.—ABSTRACT of Letters Patent covering Dominion Lands situate in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from the Department of the Interior during the Fiscal Year ending June 30, 1904, as compared with the Fiscal Year ending June 30, 1903.

No.	Nature of Grant.	FROM JULY 1, 1903, TO JUNE 30, 1904.		FROM JULY 1, 1902, TO JUNE 30, 1903.	
		Patents.	Acres.	Patents.	Acres.
1	British Columbia homesteads.....	58	8,094	94	13,388
2	British Columbia sales.....	37	4,484	37	4,686
3	Coal lands sales.....	3	368	10	1,627
4	Commutation grants.....	16	858	14	1,121
5	Homesteads.....	4,084	647,448	3,574	564,730
6	Hudson's Bay Co.....			30	44,020
7	Leases.....	1	153		
8	License of occupation.....	1			
9	Manitoba Act grants.....	10	420	4	418
10	Military Bounty grants.....	3	480		
11	Military homesteads.....	8	2,369	9	2,780
12	Mineral rights.....	9	2,202	23	4,462
13	Mining lands sales.....	12	337	3	190
14	Northwest half-breed grants.....	435	85,410	923	202,429
15	Northwest Mounted Police grants.....	2	320		
16	Parish sales.....	9	1,195	21	3,009
17	Quit claim special grants.....	26			
	Railways:—				
18	Alberta Railway and Coal Co.....	8	44,983	2	969
19	Calgary and Edmonton Railway Co.....	2	323	199	136,429
20	Canadian Northern Railway Co.....	67	12,201	38	4,991
21	Canadian Pacific Railway grants.....	806	1,709,277	665	1,200,616
22	Canadian Pacific Railway grants (Souris Branch).....	31	74,795		
23	Canadian Pacific Railway nominees.....	3	960	10	1,764
24	Canadian Pacific Railway roadbed and station grounds.....	34	689	107	9,039
25	Great North-west Central Railway Co.....			94	325,771
26	Manitoba and North-western Railway Co.....	47	43,810	273	370,260
27	Manitoba South-western Colonization Railway Co.....	420	106,592	269	61,234
28	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Co.....	55	23,599	259	214,444
29	Saskatchewan and Okanagan Railway Co.....			1	3
30	Saskatchewan and Western Railway Co.....			3	17
31	Shuswap and Okanagan Railway Co.....	1			
32	Sales.....	488	194,610	416	79,233
33	School lands sales.....	86	11,143	94	12,646
34	Special grants.....	54	2,418	57	3,335
35	University of Manitoba.....			1	160
36	Yukon Territory sales.....	66	2,602	112	2,610
37	Yukon Territory specials.....	8	439	7	7
	Totals.....	6,890	2,982,579	7,349	3,266,388

WM. M. GOODEVE,

*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH,

OTTAWA, October 17, 1904.

## SESSIONAL PAPER No. 25

C.—STATEMENT showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the province of Manitoba up to June 30, 1903.

Date of Order in Council.	Acres.
April 16, 1888.. . . . .	52,600'00
June 7, 1888.. . . . .	60,335'60
August 25, 1891.. . . . .	105,635'41
December 7, 1891.. . . . .	36,479'00
April 22, 1893.. . . . .	69,680'00
October 21, 1893.. . . . .	13,040'00
“ 4, 1895.. . . . .	50,602'72
“ 31, 1896.. . . . .	53,520'19
“ 31, 1896.. . . . .	6,960'00
November 10, 1896.. . . . .	137,016'75
December 1, 1896.. . . . .	117,250'09
June 18, 1897.. . . . .	151,985'39
June 27, 1898.. . . . .	3,120'00
December 1, 1899.. . . . .	148,811'39
February 17, 1899.. . . . .	48,470'00
August 18, 1899.. . . . .	
May 26, 1900.. . . . .	
April 26, 1902.. . . . .	20,744'01
February 3, 1903.. . . . .	27,764'85
“ 3, 1903.. . . . .	84,659'48
Total.. . . . .	1,118,674'88

WM. M. GOODEVE,

*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, October 17, 1904.

NOTE.—The report of the land patents branch incorporated in the departmental report for 1902-3 sets out in 'Statement C.' on page 120 the acreage of swamp lands transferred to the Manitoba government as 1,384,254'47 acres. The difference between this total and the total shown in accompanying statement for 1903-4 is. . . . . 195,579'59 which is accounted for as follows:—

Area given at date April 21, 1884, of lands transferred to the Manitoba government prior to the passing of the Swamp Lands Act, July 20, 1885, and therefore not swamp lands within the meaning of that Act	104,740'00
Area of unsurveyed land not yet transferred to the province, but included in the 175,499'48 under date of February 3, 1903.. . . . .	90,840'00
	195,580'00
Error in total under date of August 25, 1891, quoted as 105,635'00 should be 105,635'41.. . . . .	41
	195,579'59



4-5 EDWARD VII., A. 1905

D.—STATEMENT showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the Northwest Territories, and the number of notifications mailed to patentees during the year ending June 30, 1094.

Registration Districts.	Number of patents sent to registrars.	Number of notifications mailed to patentees.
Assiniboia.....	2,485	2,382
East Saskatchewan.....	405	465
West Saskatchewan.....	153	103
North Alberta.....	1,025	1,076
South Alberta.....	667	669
Yukon.....	69	98
Totals.....	4,804	4,793

WM. M. GOODEVE,

*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH,

OTTAWA, October 17, 1904.

E.—STATEMENT showing the number of entries cancelled during the year ending June 30, 1904, also the year in which such entries were made.

Year.	Homesteads	Preemption.	Time Sales.	Pre.-Sales.	Sales.	Special Grants.
1875.....	1					
1879.....			1			
1880.....			5			
1881.....	1					
1882.....	11	16				
1883.....	18	27				
1884.....	14	13		1	2	
1885.....	6	8		1		
1886.....	12	10				
1887.....	3	2				
1888.....	7	4			1	
1889.....	16	16			2	
1890.....	90		1			
1891.....	15				1	
1892.....	23				4	
1893.....	19					
1894.....	12					
1895.....	7		1			
1896.....	11				1	
1897.....	13					
1898.....	26					
1899.....	69					
1900.....	158		1	1		
1901.....	426					1
1902.....	3,340					
1903.....	4,125		5			
1904.....	279					
	8,702	96	14	3	11	1

WM. M. GOODEVE,

*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,

LAND PATENTS BRANCH,

OTTAWA, October 17, 1904.

## SESSIONAL PAPER No. 25

F.—STATEMENT showing the number of deeds of transfer recorded at head office during the year ended June 30, 1904.

Number of deeds registered. . . . . 963  
Fees received in connection therewith. . . . . \$1,996

WM. M. GOODEVE,  
*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, October 17, 1904.

G.—STATEMENT of Entries affecting Dominion Lands which were made at Head Office during fiscal year ending June 30, 1904.

Name of Grant.	Number.	Acres.
Special grants. . . . .	56	2,230 14
Alberta Railway and Coal Company. . . . .	4	22,978 70
Calgary and Edmonton Railway Company. . . . .	1	320 00
Canadian Northern Railway Company . . . . .	56	11,460 14
Canadian Pacific Railway Company (main line). . . . .	801	1,649,415 14
" " " (Souris branch). . . . .	33	75,335 67
Great Northwest Central Railway Company . . . . .	1	640 00
Manitoba and Northwestern Railway Company. . . . .	46	226,785 24
Manitoba Southwestern Colonization Railway Company. . . . .	417	105,412 59
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company. . . . .	56	24,239 38
Railway right of way. . . . .	46	861 61
Totals. . . . .	1,517	2,119,678 93

WM. M. GOODEVE,  
*Chief Clerk.*

DEPARTMENT OF THE INTERIOR,  
LAND PATENTS BRANCH,  
OTTAWA, October 17, 1904.

4-5 EDWARD VII., A. 1905

No. 26.

## REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,

OTTAWA, Sept. 26, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal year 1903-4, as follows :—

A. Dominion lands, including Yukon Territory. . . .	\$1,681,824 70
B. Ordnance lands. . . . .	30,494 34
C. School lands. . . . .	233,769 62
D. Registration fees. . . . .	109,233 73
E. Fines and forfeitures, N.W.T. . . . .	5,911 92
F. Casual revenue. . . . .	3,402 94
G. Seed grain re-payments. . . . .	26,122 30
	<hr/>
	\$2,090,759 55

A statement of the revenue on account of Dominion lands (marked H.) shows the receipts monthly, classified under sub-heads. Statement (marked I.) shows a comparison between the receipts on account of Dominion lands for 1903-4, as compared with the revenue of the previous fiscal year.

Your obedient servant,

CHAS. H. BEDDOE,

*Accountant.*



## SESSIONAL PAPER No. 25

## A.—DOMINION Lands Revenue (Cash and Scrip), for fiscal year ended June 30, 1904.

Agencies, &c.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
<i>Yukon Territory.</i>			
Sales of lands .....	12,678 17		
Rental of lands .....	19,504 90		
Survey fees .....	1,060 00		
Map sales, office fees, &c. ....	538 00		
Timber dues .....	38,807 90		
Hay lands .....	467 55		
Mining fees .....	145,391 14		
Export tax on gold .....	272,217 96		
Hydraulic leases .....	10,383 11		
Dredging leases .....	640 16		
Free miners' certificates .....	62,190 10		
Free certificates for export of gold .....	27 00		
Coal lands .....	5 50		
Royalty on water sold .....	139 75		
Miscellaneous revenue .....	885 50		
Yukon total .....	564,936 74		564,936 74
<i>Dominion lands revenue.</i>			
Alameda .....	26,007 18	1,496 90	27,504 08
Battleford .....	17,105 08	306 66	17,411 74
Brandon .....	11,647 29	5,175 06	16,822 35
Calgary .....	41,365 87	15,346 11	56,711 98
Dauphin .....	5,330 58	326 57	5,657 15
Edmonton .....	36,326 50	2,109 28	38,435 78
Kamloops .....	11,694 95	4,790 58	16,485 53
Lethbridge .....	63,211 40	22,834 78	86,046 18
Minnedosa .....	4,933 11	1,167 66	6,100 77
New Westminster .....	2,562 85	5,831 50	8,394 35
Prince Albert .....	20,361 59	3,651 76	24,013 35
Red Deer .....	14,961 07	1,431 22	16,392 29
Regina .....	135,919 66	110,526 60	246,446 26
Winnipeg .....	15,111 15	7,479 77	22,590 92
Yorkton .....	48,812 24	5,949 77	54,762 61
<i>Crown timber agents.</i>	455,351 12	188,424 22	643,775 34
Alameda .....	466 60		
Battleford .....	199 41		
Brandon .....	1,206 89		
Calgary .....	30,200 51		
Dauphin .....	9,689 84		
Edmonton .....	42,287 45		
Lethbridge .....	258 38		
Minnedosa .....	1,733 24		
New Westminster .....	98,700 62		
Prince Albert .....	38,980 98		
Red Deer .....	1,299 44		
Regina .....	206 36		
Winnipeg .....	133,080 16		
Yorkton .....	226 55		
	358,536 43		358,536 43
Rocky Mountains Park of Canada .....	9,106 48	92 00	9,198 48
Yoho Park .....	300 00		300 00
Rental of lands .....	37 50		37 50
Fees re applications for patents .....	15 00		15 00
Patent fees, head office .....	442 00		442 00
Survey fees .....	55,613 15		55,613 15
Map sales, office fees, &c. ....	4,188 63		4,188 63
Carried forward .....	69,702 76	92 00	69,794 76

4-5 EDWARD VII., A. 1905

A.—DOMINION Lands Revenue (Cash and Scrip), &c.—*Concluded.*

Agencies, &c.	Cash.	Scrip.	Total.
	\$ cts.	\$ cts.	\$ cts.
Brought forward.....	69,702 76	92 00	69,794 76
Fees re examinations, D.L.S.....	463 50		463 50
Refunds of refunds.....	347 59		347 59
Bonus for timber Berth.....	2,231 00		2,231 00
Assay Charges.....	1,321 61		1,321 61
Sub-agent's fees.....	10 00		10 00
Irrigation fees.....	127 04		127 04
Miscellaneous.....	1,294 40		1,294 40
Mining fees.....	584 00		584 00
Hay lands.....	1,777 65		1,777 65
Coal lands.....	505 40		505 40
Dredging leases.....	1,062 95		1,062 95
Grazing lands.....	19,790 27	15,202 15	34,992 42
Rent of water power.....	63 87		63 87
Refunds.....	1,478,106 33	203,718 37	1,681,824 70
	35,083 66	1,638 09	36,721 75
	1,443,022 67	202,080 28	1,645,102 95

CHAS. H. BEDDOE,  
*Accountant.*DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.

## B.—STATEMENT of Ordnance Lands Revenue for the fiscal year ended June 30, 1904.

Month.	Amount.	Month.	Amount.
1903.	\$ cts.	1904.	\$ cts.
July.....	932 82	January.....	5,316 88
August.....	18,963 02	February.....	440 76
September.....	235 33	March.....	1,800 70
October.....	363 88	April.....	361 98
November.....	200 44	May.....	307 58
December.....	206 00	June.....	1,364 95
		Total.....	30,494 34

CHAS. H. BEDDOE,  
*Accountant.*DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.

## SESSIONAL PAPER No. 25

## C.—STATEMENT of Receipts on Account of School Lands for the fiscal year ended June 30, 1904.

Month.	Manitoba.	Assiniboia.	Alberta.	Saskatchewan.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1903.					
July....	6,509 39	745 41	716 01	53 80	8,024 61
August.....	6,996 54	727 56	782 44	1 50	8,508 04
September.....	6,500 15	121 96	497 02	8 50	7,127 63
October.....	34,611 34	227 30	697 21	2 00	35,537 85
November.....	70,366 46	2,152 64	528 05		73,047 15
December.....	30,442 80	417 20	845 76	6 40	31,712 16
1904.					
January....	14,369 40	560 70	754 58	40	15,685 08
February.....	13,247 03	1,799 66	394 58	31 72	15,472 99
March.....	12,730 43	318 20	989 70	25 60	14,063 93
April.....	6,333 34	1,848 91	832 74	119 18	9,134 17
May.....	4,795 14	1,061 88	762 38	18 60	6,638 00
June.....	5,464 80	2,655 99	668 72	28 50	8,818 01
	212,366 82	12,637 41	8,469 19	296 20	233,769 62

CHAS. H. BEDDOE,

*Accountant.*

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.

## D.—STATEMENT of Registration Fees for Fiscal Year ended June 30, 1904.

District.	Registrar.	Total Registration Fees.
		\$ cts.
Assiniboia.....	F. F. Forbes.....	55,539 60
North Alberta.....	Geo. Roy.....	23,930 28
South Alberta.....	W. R. Winter.....	18,031 45
East Saskatchewan.....	S. Brewster.....	7,508 70
West Saskatchewan.....	R. F. Chisholm.....	456 35
Yukon Territory.....	J. E. Girouard.....	3,767 35
		109,233 73

CHAS. H. BEDDOE,

*Accountant.*

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.





## SESSIONAL PAPER No. 25

G.—STATEMENT showing seed Grain and Relief Mortgages repayments for year ended June 30, 1904.

	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain to Settlers' Account.	Territorial Account.	Relief Mortgages	Total.
	1902.	1901.	1900.	1898.	1896.	1895.	1894.	1893.	1890.	1886-87-88.	1876.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	14 37	7,266 92	477 58	105 13	1,094 66	4,320 32	5,097 05	14 00	3,110 41	2,639 92	1,981 94	26,122 30
	.....	113 25	.....	3 05	1 45	85 13	102 08	1 00	78 27	23 40	71 41	479 04
Refunds....	14 37	7,153 67	477 58	102 08	1,093 21	4,235 19	4,994 97	13 00	3,032 14	2,616 52	1,910 53	25,643 26

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA September 26, 1904.

CHAS. H. BEDDOE,  
*Accountant.*

4-5 EDWARD VII., A. 1905

## H.—STATEMENT of Gross Receipts on account of Dominion Lands for the Fiscal Year ended June 30, 1904.

Year.	Homestead Fees.		Improvements.		General sales of Lands.		Timber dues.		Rents from Grazing Lands.		Export tax, coal lands, etc.		Rocky Mountains Park of Canada.		Map Sales, Office Fees, Sundry Fees.		Survey Fees.		Rentals and miscel- laneous.		Total.	
	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.	\$	c.
1903.																						
July.....	31,710.00		1,102.00		8,323.68		37,297.85		1,169.47		74,901.91		721.25		453.65		2,760.96		2,665.20		161,105.97	
August.....	21,720.00		1,902.07		6,540.09		15,019.89		1,526.48		66,855.91		879.93		375.97		1,314.69		402.00		116,537.03	
September.....	17,980.00		1,638.50		9,717.19		30,584.22		1,587.56		73,124.70		1,129.75		696.49		260.00		1,593.59		117,732.00	
October.....	19,095.00		769.65		8,808.38		40,297.89		784.20		64,205.25		1,553.00		440.92		686.20		305.73		136,876.22	
November.....	21,650.00		879.87		22,325.19		57,231.61		1,301.56		20,762.00		265.50		516.50		9,904.12		1,716.24		136,552.59	
December.....	15,190.00		736.76		10,486.72		40,619.59		2,063.03		18,654.01		649.30		578.76		943.62		551.61		90,533.40	
1904.																						
January.....	11,980.00		1,135.25		6,908.51		40,890.66		643.81		12,526.58		349.25		484.20		783.99		152.41		75,854.66	
February.....	11,056.02		1,402.25		69,765.83		19,615.81		1,522.27		12,220.98		440.17		684.15		4,827.98		201.74		121,737.20	
March.....	13,294.52		1,344.75		18,835.08		41,112.89		3,237.07		17,463.94		903.75		488.55		8,540.83		187.56		105,408.94	
April.....	22,940.00		1,777.78		8,828.80		27,900.35		2,116.40		14,019.03		346.25		672.95		224.00		13,720.98		92,545.80	
May.....	31,115.82		1,542.84		10,577.08		31,807.15		2,116.91		34,339.53		1,480.52		421.85		1,199.65		187.31		114,789.38	
June.....	38,041.00		1,407.75		15,633.62		35,036.42		1,721.51		86,505.34		387.81		1,283.64		25,227.11		3,188.94		208,433.14	
Scrip.....	255,772.36		15,119.47		196,750.15		397,344.33		19,790.27		495,579.18		9,106.48		7,097.63		56,673.15		24,873.31		1,478,106.33	
					188,424.22		.....		15,202.15		.....		92.00		.....		.....		.....		203,718.37	
	255,772.36		15,119.47		385,174.37		397,344.33		34,992.42		495,579.18		9,198.48		7,097.63		56,673.15		24,873.31		1,681,824.70	

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.

CHAS. H. BEDDOE,  
Accountant.



SESSIONAL PAPER No. 25

## DOMINION LANDS REVENUE.

I.—STATEMENT of Gross Receipts (Cash and Scrip) on account of Dominion Lands Revenue for the fiscal year 1903-1904, compared with the previous fiscal year.

Particulars.	Fiscal Year 1903-1904.	Fiscal Year 1902-1903.	Increase.	Decrease.	Net Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dominion Lands Agencies.....	643,775 34	620,503 54	23,271 80		
Crown Timber Agencies.....	358,536 43	409,719 54		51,183 11	
Rocky Mountains Park of Canada..	9,198 48	5,063 69	4,134 79		
Hay, Mining, Coal, Stone and Gra- zing Lands.....	38,402 29	34,558 70	3,843 59		
Miscellaneous.....	36,975 42	112,099 21		45,123 79	
	1,116,887 96	1,181,944 68	31,250 18	96,306 90	
Yukon Territory.....	564,936 74	708,942 15		144,005 41	
	1,681,824 70	1,890,886 83	31,250 18	240,312 31	209,062 13

DEPARTMENT OF THE INTERIOR,  
ACCOUNTS BRANCH,  
OTTAWA, September 26, 1904.

CHAS. H. BEDDOE,  
*Accountant.*

## No. 27.

## REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,  
SCHOOL LANDS BRANCH,  
OTTAWA, Sept. 23, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the following report in regard to the business of the school lands branch of the department for the fiscal year ended June 30, 1904.

While it was not considered expedient in the interest of the school lands endowment fund to hold any auction sales of school lands during the past year, either in Manitoba or the North-west Territories, it was decided, owing to the numerous inquiries received with respect to these lands to have an inspection and valuation made of those in the vicinity of the Calgary and Edmonton Railway, and of the Crow's Nest branch of the Canadian Pacific Railway in western Alberta, as well as of some in eastern Assiniboia, in the Yorkton and Saltcoats district, with a view of offering them at public auction in the near future. The work of valuation was entrusted to Mr. J. F. Prud'homme, and the lands inspected and valued by him were situated, speaking generally, within a radius of from twelve to twenty miles of the Calgary and Edmonton Railway and of the Crow's Nest branch of the Canadian Pacific Railway in western Alberta, and within from ten to twelve miles of the Manitoba and North-western Railway in eastern Assiniboia, between Harrowby and Insinger stations. The minimum valuation placed on these lands was \$7 per acre.

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A large number of applications for grazing leases of school lands, especially for those in the Territories, was received during the year, and 300 leases were issued for that purpose, of which 264 were of lands in the Territories, and 36 of lands in Manitoba. On June 30, 1904, the number of grazing leases of school lands in force was 914.

The gross revenue from these leases during the fiscal year was as follows :—

North-west Territories.. . . .	\$ 9,927 88
Manitoba.. . . .	1,639 45
Total.. . . .	\$11,567 33

On the same date nine leases of school lands for coal mining purposes were in force, the revenue from which for the year was \$631.18. No royalty has so far been paid, as the mines are not yet in active operation.

The gross revenue for the fiscal year from all sources is classified as follows :—

## MANITOBA.

	Head Office.	Agencies.	Total.
	\$ cts.	\$ cts.	\$ cts.
Sales.....	190,803 12	12,645 31	203,448 43
Cultivation Permits.....	524 33	3 00	527 33
Grazing.....	1,328 18	311 27	1,639 45
Timber.....	2,317 50	2,547 63	4,865 13
Hay.....		1,874 48	1,874 48
Coal.....	12 00		12 00
	194,985 13	17,381 69	212,366 82
			539 39
Net total.....			211,827 43

## NORTHWEST TERRITORIES.

	Head Office.	Agencies.	Total.
	\$ cts.	\$ cts.	\$ cts.
Sales.....	9,104 26		9,104 26
Cultivation Permits.....	30 00	5 50	35 50
Grazing.....	7,725 39	2,202 49	9,927 88
Timber.....	27 75	411 78	439 53
Hay.....	52 50	1,126 95	1,179 45
Coal.....	535 13	181 05	716 18
	17,475 03	3,927 77	21,402 80
Refunds.....			365 48
Net total.....			21,037 32

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The total net revenue, therefore, received during the year from Manitoba and the Territories was \$232,864.75.

The following is a statement of the work done in the branch during the year:—

Letters and telegrams sent.. . . . .	10,100
Leases prepared.. . . . .	327
Cultivation permits issued.. . . . .	38
Copies of documents furnished.. . . . .	247
Schedules and reports, number of folios.. . . . .	305
Receipts issued.. . . . .	1,414
Statements of accounts furnished.. . . . .	3,086
Number of accounts kept posted.. . . . .	3,086

In addition to the foregoing, there was a considerable amount of work done in sending out printed forms of various kinds, of which no record was kept.

The following statement, prepared by the accounts' branch of the department, shows the position of the School Lands' Fund of Manitoba, and of each of the provisional districts of the North-west Territories, on June 30, 1904.

I have the honour to be, sir,

Your obedient servant,

FRANK S. CHECKLEY,

*Chief Clerk.*

STATEMENT of revenue and expenditure on account of school lands, for the year ending  
June 30, 1904.

MANITOBA SCHOOL LANDS,

Particulars.	DR.		CR.	
	\$	cts.	\$	cts.
Balance, July 1st, 1903.. . . . .			941,158	68
Sales.. . . . .			203,270	94
Rental for cultivation purposes.. . . . .			514	83
Timber, Hay, and Grazing.. . . . .			8,041	66
Interest.. . . . .			31,290	66
To cost of management at Ottawa.. . . . .			912	50
Expenses being salaries, printing and advertising, &c.. . . . .			3,713	25
Interest paid to Manitoba Government.. . . . .			31,290	66
Interest and revenue paid to Manitoba Government, April 1st, 1902, to June 30, 1902.. . . . .			6,886	24
Balance, June 30, 1904.. . . . .	1,141,474	12		
	1,184,276	77	1,184,276	77



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## STATEMENT of revenue and expenditure on account of school lands, for the year ending June 30, 1904.

## ASSINIBOIA SCHOOL LANDS.

Particulars.	DR.	CR.
	\$ cts.	\$ cts.
Balance, June 30, 1903.....		167,503 70
Sales.....		9,063 11
Rental for cultivation purposes.....		3 00
Timber, hay, and grazing.....		3,379 51
Interest.....		4,955 11
To cost of management at Ottawa.....	456 35	
Expenses being salaries, printing and advertising, &c.....	3,169 20	
Interest paid to North-west Government to June 30, 1904.....	4,955 11	
Interest and Revenue paid to North-west Government to June 30, 1903.....	9,031 54	
Balance, June 30, 1904.....	167,292 33	
	184,904 43	184,904 43

## STATEMENT of Revenue and Expenditure ending June 30, 1904.

## ALBERTA SCHOOL LANDS.

Balance, June 30, 1903.....		60,290 80
Rental for cultivation purposes, 12 mos. to June 30, 1904.....		4 50
Timber, hay and grazing, 12 mos. to June 30, 1904.....		8,297 40
Interest, 12 mos. to June 30, 1904.....		2,073 66
To cost of management at Ottawa, 12 mos. to June 30, 1904.....	456 25	
Expenses being salaries, printing and advertising, etc., 12 m. to June 30, 1904.....	2,263 00	
Interest paid to Northwest Government to June 30, 1904.....	1,673 66	
Interest and revenue paid to Northwest Government to June 30, 1903.....	15,597 32	
Balance, June 30, 1904.....	50,676 21	
	70,666 44	70,666 44

## SASKATCHEWAN SCHOOL LANDS..

Balance, June 30, 1903.....		3,276 04
Rental for cultivation purposes, 12 mos. to June 30, 1904.....		13 00
Timber, hay and grazing, 12 mos. to June 30, 1904.....		276 80
Interest, 12 mos. to June 30, 1904.....		85 81
Interest paid Northwest Government, 12 mos. to June 30, 1904.....	85 81	
Interest and revenue paid North-west Government to June 30, 1903.....	1,050 96	
Balance, June 30, 1904.....	2,514 88	
	3,651 65	3,651 65

## No. 28.

## REPORT OF THE REGISTRAR.

DEPARTMENT OF THE INTERIOR,  
CORRESPONDENCE REGISTRATION BRANCH,  
OTTAWA, September 16, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit statements showing the work of this branch for the fiscal year ended June 30, 1904.

I have the honour to be, sir,

Your obedient servant,

K. J. HENRY,  
*Registrar.*

## STATEMENT.

STATEMENT of work done in the Correspondence Registration Branch during the year ended June 30, 1904.

From July 1, 1903, to June 30, 1904.	Letters Received.	Letters Sent.	Registered Letters Received.	Registered Letters Sent.	Telegrams Sent.	Totals.
July .....	9,180	13,607	479	1,684	68	25,012
August.....	9,524	12,760	371	1,540	72	24,267
September.....	8,098	12,201	380	1,649	63	22,391
October.....	8,452	12,898	408	1,932	69	23,759
November.....	8,984	13,283	476	1,901	61	24,705
December.....	9,185	11,611	550	1,640	77	23,063
Total for first half year.....	53,423	76,354	2,664	10,346	410	143,197
January.....	8,997	12,623	515	1,516	57	23,708
February.....	9,530	13,121	459	2,169	70	26,349
March.....	9,490	14,133	526	2,388	73	26,610
April.....	9,610	12,958	449	1,801	53	24,871
May.....	10,482	13,466	431	1,925	45	26,349
June.....	11,540	14,469	452	1,538	88	28,087
Total for second half year.....	59,649	80,770	2,832	11,337	386	154,974
Total for first half year.....	53,423	76,354	2,664	10,346	410	143,197
Total for second half year.. . . .	59,649	80,770	2,832	11,337	386	154,974
Total for year ended June 30, '04.	113,072	157,124	5,496	21,683	796	298,171

The number of pages compared during the year was 6,889.

The number of pages of Letter Book indexed was 84,429, each page was made in double entry.

Daily average, letters received 375, or an increase over last year of 27%.

Daily average, letters sent 508, or an increase over last year of 16%.

K. J. HENRY,  
*Registrar.*

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## Moneys received.

	July 1, 1903, to June 30, 1904.
	\$ cts.
Cash.....	8,006 02
Cheques.....	401,107 18
Scrip.....	176,885 49
Money orders.....	44,356 75
Total.....	630,355 44

K. J. HENRY,  
*Registrar.*

## No. 29.

## REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF GEOGRAPHER,  
OTTAWA, June 30, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to report as follows on the work of my office for the past year:—

The assignment of work was as below:

J. E. Chalifour compiled the Peace and Athabaska map and drew for photo-lithography, the map of the White, Alsek and Kluane rivers.

H. E. Baine completed sheets 1, S.E. and 2, S.W. Ontario, and has commenced the compilation of Nos. 1 N.W. and 1 N.E.

H. Taché completed sheets 13, New Brunswick and 27, Ontario and commenced sheet 28, Ontario.

M. W. Sharon compiled the information for a contoured edition and added the surveys of 1903 to the map of Manitoba and North-west Territories and corrected the proofs for the new edition of the Alberta, Saskatchewan and Assiniboia maps.

G. E. Dumouchel compiled the 'copy' for the National Transcontinental and the North-west Railway maps, drew the Timiskaming sheet for photo-lithography, made tracings of township plans, &c.

H. W. Wilson compiled information for sheets 2 N.E. and 9 S.E., made tracings of township and railway plans and compiled information for the Economic Atlas.

A. M. Darrach was appointed August 1, and has made tracings and reductions of railway, township and other plans.

J. P. McElligott was appointed January 4, and has made tracings of plans filed in the Department of Railways and Canals and has made reductions of sundry plans.

C. G. Wood was appointed January 2, and has made tracings of railway and township plans.



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J. K. Bennie was appointed January 2, and has compiled 'Density of Population' maps and has been employed in the reduction of census statistics and trade and navigation tables.

R. Fraser was appointed January 2, and has been employed in the reduction of census statistics and has drawn diagrams for the Economic Atlas.

R. W. Craig was appointed June 14, and has drawn diagrams for the Economic Atlas.

J. S. Gagnon was appointed September 17, and has had charge of the distribution of maps.

Mrs. D. E. Waine has been employed as stenographer and typewriter and, as in previous years, has had charge of the distribution lists.

The demand for the new map of Canada—scale 35 miles to 1-inch—having exhausted the second edition, a third edition of 5,000 copies was printed, of which about 1,000 have been distributed to date.

New editions of the Alberta, Assiniboia and Saskatchewan maps showing the extensive surveys of 1903 and the many new railways, have also been published.

Publication of my 'Dictionary of Altitudes in Canada,' was suspended during my absence in England, but was pushed to completion soon after my return, in September. It has been distributed to civil engineers, foreign and domestic scientific societies, libraries, &c., and the demand indicates that it fills a 'long-felt want.' At the same time my 'Altitudes in Canada,' published by the Geological Survey—and which practically forms Part I. of the 'Dictionary'—was also distributed, after an unnecessary delay of two and a half years.

The first sheet—No. 1, S.W. Ontario, of the Standard Topographical map of Canada has been issued and four others, 1 S.E., 2 S.W., 13 and 27 are well advanced toward completion. They are a distinct advance over anything hitherto published, and are the forerunners of the other sheets which, when combined, will form a standard map of the Dominion. As each sheet includes a definite number of degrees of latitude and longitude, any number, say 2, 4, 6, &c., can be joined together to form a map of any required size or to include any required area. Attention has been given first to the areas that either have not been mapped at all by other organizations; that have been mapped imperfectly, or that have been mapped on other than the 'standard' scales.

Many difficulties are encountered in compiling maps of this nature, largely owing to the lack of 'control.' All surveys should be based upon a trigonometrical framework which will give a series of points accurately fixed in latitude and longitude and not more than, say, 20 miles apart. These triangulation stations form a series of points between which the draughtsman compiles the other available information, and prevent the accumulation of large residual errors—inasmuch as each point thus determined becomes a new starting point without any initial error.

What is required at the present time, is a network of triangulation covering southern Ontario and Quebec and the maritime provinces, to be, later, extended to Manitoba and thence westward approximately along the 49th parallel. When completed it will determine the accuracy—or the reverse—of existing information, and, when the latter is proved defective, special surveys can be made to detect and eliminate the errors. That 'one should not weigh coal in a chemist's balance' is an engineering axiom, and spending money on refinements of surveying that are lost in the scale of publication is waste, pure and simple. Errors that are unimportant in a map on a scale of 4 miles to 1 inch may be apparent in a 2-mile map and of importance in the 1-mile map. The 4-mile scale, however, will suffice for Canada's needs for many years, except in special localities where special conditions call for a larger scale and special surveys.

A line of precise levels should be run from Montreal or Toronto, by way of the Canadian Pacific or National Transcontinental Railway, or both, to the Pacific.

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The work of reducing railway, canal and other profiles to mean sea-level—for a compilation like my 'Altitudes in Canada'—is rendered difficult by the lack of any extensive lines of precise levels, to which they can be referred; in fact, any compilation in our present state of knowledge is simply the best presentation possible of the conflicting evidence available at the present time.

The Department of Public Works has run a line of precise levels from Rouse's Point to Quebec, via Sorel and from Sorel to Lachine. In the United States the Coast and Geodetic, United States Geological Survey, United States Engineers and other organizations have done a great deal of levelling, but only the portion that was done in the vicinity of the Canada-United States boundary is of interest. Lake Champlain has been determined by lines of levels from New York and from Boston; from Rouse's Point, near the north end of the lake, levels have been carried by way of Valleyfield, Quebec and northern portion of New York state to Lake Ontario; from Port Dalhousie to Port Colborne; from Lake Erie to Huron and from Lake Michigan to Lake Superior. Through the great lakes the levels were transferred from one extremity to the other by water-levels, observers at the gauges taking a series of simultaneous readings for nearly four months, in 1875.

This work renders it possible to commence our line of precise levels at any point on the great lakes or the St. Lawrence, connecting with the United States organizations by water-levels if the initial point is on Lake Ontario or Erie, or, if on the St. Lawrence, the connection can be direct. A beginning should be made as soon as possible and carried on as time and cost permit. As previously stated, it could be commenced at Montreal or Toronto, or both. If commenced at Montreal, it could be carried along the Canadian Pacific; if at Toronto, the Grand Trunk to North Bay and the Canadian Pacific from that point westward, constitute the most feasible route. Spur lines of levels should be carried, as checks to Lake Huron at Waubesa, Parry Sound and Algoma. From Heron Bay, where the Canadian Pacific first strikes Lake Superior, they could be transferred by water-levels to Fort William. This would furnish a further check. The construction of the National Transcontinental Railway also offers a route with a minimum of rise and fall, whether the only line is carried along it, or whether it is utilized for a second line.

The United States Coast and Geodetic Survey has recently adopted a new type of precise level, which permits rapid precise levelling at low cost—\$7 to \$11 per completed mile, as compared with an earlier cost of \$16 to \$24—and of a high degree of accuracy.

I have extracted from an article by Mr. John F. Hayford, in the *Engineering News* of July 2, 1903, a few details respecting the degree of accuracy and rate of work of which it is capable.

'The rate of progress—with this instrument—even under the most favourable conditions, has rarely fallen below 50 completed miles per month, and the average rate has been 66 miles per month. Every mile of progress represents a mile levelled at least twice, once in the forward and once in the backward direction. If the first two results on any section did not check within specified narrow limits the section was relevelled in each direction, making four trips in all over that portion.

'On the Anthony-Shreveport line, 105 miles were levelled in the month of June, 1902, an average of 8.9 miles of single line per observing day and 1.2 miles of single line per hour during the progress of the levelling. In Wyoming 15.8 miles of single line—none of which was found to require re-running—was run in one day, an average rate of 1.6 miles per hour.

'The greatest correction yet found in any of these instruments is 0.00039 foot per mile, and on more than half the lines the necessary correction to close all circuits is less than 0.00010 foot per mile. The conditions as to grade have varied from the mountain divisions of the Union Pacific in Wyoming, and even cross-country lines to triangulation stations on hill-tops, to the level track between New York and Albany. The weather conditions have included temperatures as low as the freezing point in Wyoming in October, and temperatures as high as 127 F. in northern Texas in August.'



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Below is a list of maps published, in press and in progress.

Dominion of Canada and Newfoundland.—Eight sheets, each 25 inches by 26 inches; extends from the Atlantic to the Pacific and from Baltimore and Salem (Oregon), on the south, to Cumberland sound and Herschell island on the north. Scale, 35 miles to 1 inch.—*Published*.

Dominion of Canada and Newfoundland.—Sixteen inches by 36 inches. Scale, 100 miles to 1 inch.—*Published*.

Rocky Mountains.—Banff sheet, showing country in the vicinity of Banff. Scale, 2 miles to 1 inch.—*Published*.

Rocky Mountains.—Lake Louise sheet, showing country between Castle Mountain and Leancoil. Scale, 2 miles to 1 inch.—*Published*.

Manitoba.—Scale, 12½ miles to 1 inch.—*Published*.

Assiniboia.—Edition of 1904. Scale, 12½ miles to 1 inch.—*Published*.

Saskatchewan.—Edition of 1904. Scale, 12½ miles to 1 inch.—*Published*.

Alberta.—Edition of 1904. Scale, 12½ miles to 1 inch.—*Published*.

Yukon.—Extends from Lynn canal on the south to Eagle on the north and from the Pacific to the Frances river. Scale,  $\frac{1}{350,000}$  (or 11'82 miles to 1 inch).—*Published*.

British Columbia.—Railway belt map, showing the 'Railway Belt' in British Columbia. Scale,  $\frac{1}{350,000}$  (or 7'9 miles to 1 inch).—*Published*.

Manitoba and North-west Territories.—Includes Manitoba, Assiniboia, Saskatchewan, Alberta and south-western portion of Keewatin; 3 sheets, each 25 inches by 36 inches. Scale, 12½ miles to 1 inch.—*Published*.

Water-power Map.—Average rainfall at principal points in Canada. Scale, 100 miles to 1 inch.—*Published*.

National Transcontinental Railway Map.—Shows approximate route of the National Transcontinental Railway, Moncton to Port Simpson. Scale, 100 miles to 1 inch.—*Published*.

Map showing railways in Manitoba, Alberta, Assiniboia and Saskatchewan. Scale, 35 miles to 1 inch.—*Published*.

Sheet 1, S. W. Ontario.—Windsor sheet—Essex, Kent and Lambton, and portions of Elgin, Middlesex and Huron counties. Scale,  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*Published*.

Sheet 1, S. E. Ontario.—London sheet—Norfolk, Oxford, Brant, and other portions of Elgin, Middlesex, Huron, Perth, Waterloo and Wentworth counties. Scale,  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In press*.

Sheet 2, S. W. Ontario.—Hamilton sheet—Lincoln, Welland, Haldimand, and portions of Wentworth and Halton counties. Scale,  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In press*.

Sheets 1 N. W. and 1 N. E. Ontario.—Guelph sheet—Wellington, Grey, Bruce and portions of Huron, Perth, Waterloo and Dufferin counties. Scale,  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In progress*.

Timiskaming sheet.—Pontiac county, Quebec, and Nipissing district, Ontario. Scale, 12 miles to 1 inch.—*In press*.

Sheet 13.—Includes whole of New Brunswick with exception of Madawaska and part of Westmoreland and Albert counties. Scale  $\frac{1}{300,000}$  (7'89 miles to 1 inch).—*In press*.

Sheet 27, Ontario.—Rainy river district and adjoining portion of Keewatin. Scale  $\frac{1}{300,000}$  (7'89 miles to 1 inch).—*In press*.

Peace and Athabaska Rivers District map.—Alberta and Athabaska—includes the country between Wetaskiwin and Athabaska lake and between Athabaska river and the eastern boundary of British Columbia. Scale  $\frac{1}{800,000}$  (12'63 miles to 1 inch).—*In press*.

White, Alsek and Kluane rivers district.—Southwestern Yukon. Scale  $\frac{1}{400,000}$  (6'31 miles to 1 inch).—*In press*.



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Sheet 11, Quebec-Montreal sheet.—Scale  $\frac{1}{500,000}$  (7'89 miles to 1 inch).—*In progress.*

Sheet 15 N.W. Cape Breton.—Cape North sheet. Scale  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In progress.*

Sheet 15 S.W., Cape Breton.—Hawkesbury sheet. Scale  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In progress.*

Sheet 15 S.E., Cape Breton.—Sydney sheet. Scale  $\frac{1}{250,000}$  (3'95 miles to 1 inch).—*In progress.*

Sheet 18, British Columbia.—Kamloops sheet. Scale  $\frac{1}{500,000}$  (7'89 miles to 1 inch).—*In progress.*

Sheet 19, British Columbia.—West Kootenay sheet. Scale  $\frac{1}{500,000}$  (7'89 miles to 1 inch).—*In progress.*

Sheet 37, Quebec.—Gaspé sheet. Scale  $\frac{1}{500,000}$  (7'89 miles to 1 inch).—*In progress.*  
Economic Atlas (*in progress*)—includes the following :—

(a) Relief map.

(b) Geology.

(c) Mineral Occurrences.

(d) Forest Resources, including Limits of Trees.

(e) Telegraphs and Cables.

(f) Telephone Lines.

(g) Railways.

(h) Canals.

(i) Indians—Country occupied by various Tribes, &c.

(j) Isotherms for months and year.

(k) Rainfall.

(l) Snowfall.

(m) Isobars.

(n) Lighthouses, sailing routes, distances, depths of ocean, &c.

(o) Density of population.

Also about 25 sheets of diagrams showing increase of population, exports, imports, statistical information respecting fisheries, post offices, manufactures, agriculture, &c.

I have the honour to be, sir,

Your obedient servant,

JAMES WHITE,

Geographer.

PART II

IMMIGRATION





# IMMIGRATION

## REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, June 30, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to bring to your notice the reports which follow, from the officials of this branch, in Canada, Europe and the United States, referring to their work for the fiscal year now ended.

The work at headquarters has been quite heavy, 59,404 attachments having been made to our files, and we have responded during the year to 217,680 requests for information through the mails, besides attending to many personal inquiries at the offices in the Imperial buildings. Two million seven hundred and three thousand six hundred and forty-six pamphlets, &c., have been sent out during the year.

On the recommendation of our agents in the United States, we procured transportation during the year for three delegates to western Canada from the state of Massachusetts, thirteen from Ohio, two from South Dakota, from Michigan twenty-nine, Illinois three, New York one, Wisconsin four, Indiana two and Idaho one; total fifty-eight. We also arranged transportation for one delegate from Austria, and for the British Chamber of Commerce party, numbering one hundred and twenty-five, besides arranging their itinerary. The reports of these visitors are used in our literature and advertisements, and help to make known the character and capabilities of the Canadian west in a very effective manner.

The following is a statement showing quantity of immigration literature ordered for distribution during the fiscal year 1903-1904:—

Name of Publication.	Quantity Ordered.
Geography—(English) . . . . .	225,000
“ (Bound) . . . . .	1,000
“ (French) . . . . .	100,000
Atlas—(English) . . . . .	160,000
“ (Folder) . . . . .	300,000
“ (French) . . . . .	15,000
“ (German) . . . . .	60,000
“ (Dutch) . . . . .	25,000
“ (Norwegian) . . . . .	15,000
Observations on Canada's Great West (Iddings) . . . . .	5,000
Cartoon Book . . . . .	300,000
Prosperity follows Settlement . . . . .	52,250
Edmonton Bulletin . . . . .	1,400
Selkirk Board of Trade . . . . .	1,600
Souvenir Book . . . . .	100,000

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Name of Publication.

Quantity Ordered.

Canada in Harvest Time.. . . . .	500
Story of a Manitoba Farmer.. . . . .	10,000
Wheat Growing in Canada.. . . . .	2,000
Report of Saginaw Delegates.. . . . .	3,000
Post cards.. . . . .	50,000
Le Nouvel Ontario (Ribout).. . . . .	5,000
British Columbia pamphlet (French).. . . . .	5,000
L'Ancien et le Nouvel-Ontario.. . . . .	10,000
Terres Donnes Gratuitement.. . . . .	10,000
Saskatchewan et l'Ouest Canadien.. . . . .	10,000
Conseils aux Colons.. . . . .	11,000
Lake St. John pamphlet.. . . . .	30,000

*Folder Maps.*

Where and How (English).. . . . .	304,520
" " " .. . . . .	725,000
" " (Swedish).. . . . .	60,000
" " (Norwegian).. . . . .	45,000
" " (German).. . . . .	50,000
Lloydminster folder.. . . . .	30,000
Information for Intending Settlers.. . . . .	20,900

*Maps.*

Comparative area maps.. . . . .	15,000
Reversible school maps.. . . . .	10,000

Total.. . . . . 3,218,170

The following statistical tables will be of interest:—

IMMIGRANTS arriving for Canada by Ports, during the fiscal year ending June 30, 1904.

	1903.				1904.			
	Males.	Females	Childr'n under 12	Total.	Males.	Females	Childr'n under 12	Total.
St. John.. . . . .	7,107	1,443	1,793	10,343	5,925	1,218	1,116	8,259
Quebec.. . . . .	22,494	7,146	7,176	36,816	26,455	10,260	9,272	45,987
Montreal, by Ocean Travel via Ports in U.S. . . . .	2,392	849	1,100	4,341	3,794	743	779	5,316
Montreal, from U.S.. . . . .	1,285	355	499	2,139	1,635	363	498	2,496
Halifax.. . . . .	17,140	4,428	5,888	27,456	16,209	4,575	4,814	25,598
Winnipeg and Outports from U.S.. . . . .	28,068	6,337	7,619	42,024	21,515	5,306	6,445	33,266
Totals for principal Ports.. . . . .	78,486	20,558	24,075	123,119	75,533	22,465	22,924	120,922
All other Ports .. . . . .				5,245				9,409
Grand total.. . . . .				128,364				130,331

## SESSIONAL PAPER No. 25

FOR THE FISCAL YEAR 1903-4.

*Per Ocean Travel—*

Quebec.. . . . .	45,987	
Montreal.. . . . .	5,316	
Halifax.. . . . .	25,598	
St. John.. . . . .	8,259	
		85,160

*From United States, not including 58 U.S. citizens by Ocean Ports—*

Montreal.. . . . .	2,496	
Winnipeg, &c.. . . . .	33,266	
Lake St. John.. . . . .	1,114	
Rainy River.. . . . .	500	
Montreal Colonization Society.. . . . .	114	
Temiscamingue District.. . . . .	202	
Customs entries.. . . . .	7,479	
		45,171
		130,331

## REPORT of Immigrants arriving by months, for twelve months ending June 30, 1904.

Month.	1903.				1904.			
	Males.	Females	Childr'n under 12	Total.	Males.	Females	Childr'n unde 1	Total.
July.. . . . .	4,650	1,812	1,923	8,385	6,678	2,151	2,475	11,304
August.. . . . .	4,794	1,296	1,151	7,241	5,877	1,993	1,679	9,549
September.. . . . .	4,320	1,346	1,229	6,895	4,786	1,873	1,624	8,283
October.. . . . .	5,038	1,450	1,714	8,202	4,449	1,753	1,975	8,177
November.. . . . .	4,020	1,184	1,323	6,527	3,343	1,341	1,373	6,057
December.. . . . .	2,203	686	723	3,612	2,020	774	772	3,566
January.. . . . .	1,794	526	576	2,896	1,420	422	381	2,223
February.. . . . .	2,113	494	440	3,047	2,299	550	519	3,368
March.. . . . .	9,106	1,655	2,319	13,080	8,147	1,586	1,640	11,373
April.. . . . .	14,576	2,936	3,939	21,451	13,450	2,706	2,971	19,127
May.. . . . .	15,224	3,800	4,952	23,976	13,864	4,218	4,490	22,572
June.. . . . .	10,648	3,373	3,786	17,807	9,200	3,098	3,025	15,323
Total.. . . . .	78,486	20,558	24,075	123,119	75,533	22,465	22,924	120,922
From U.S. for fiscal year.. . . . .				5,245				9,409
Grand total.. . . . .				128,364				130,331



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COMPARATIVE Statement showing the number of Immigrants arriving in Canada by countries, during the years ending June 30, 1903 and 1904, showing increase and decrease for each country.

Country.	1903.	1904.	Increase.	Decrease.
English and Welsh.....	32,510	36,694	4,184	
Scotch.....	7,046	10,552	3,506	
Irish.....	2,236	3,128	892	
Total British.....	41,792	50,374	8,582	
African, South.....		21	21	
Australian.....	46	58	12	
Austrian.....	781	516		265
Bohemian.....	16	91	75	
Buckowinian.....	1,759	1,578		181
Croatian.....	1	16	15	
Galician.....	8,382	7,729		653
Hungarian.....	2,074	1,091		983
Slovak.....	82	116	34	
Belgian.....	303	858	555	
Brazilian.....		2	2	
Bulgarian.....	7	14	7	
Dutch.....	223	169		54
French.....	937	1,534	597	
German.....	1,869	2,966	1,097	
Prussian.....	5	11	6	
Saxon.....	13	8		5
West Indian.....	17	52	35	
Bermuda.....	6	3		3
Greek.....	193	191		2
Hebrew.....	2,066	3,727	1,661	
Italian.....	3,370	4,445	1,075	
Newfoundland.....	335	519	184	
New Zealand.....	2	23	21	
Polish.....	274	669	395	
Persian.....	40	5		35
Roumanian.....	437	619	182	
Moldavian.....	1			1
Russian.....	5,505	1,955		3,550
Finns.....	1,734	845		889
Mennonites.....	38	11		27
Spanish.....	7	5		2
Swiss.....	73	128	55	
Servian.....	2	10	8	
Danish.....	308	417	109	
Icelandic.....	917	396		521
Swedish.....	2,477	2,151		326
Norwegian.....	1,746	1,289		507
Turks.....	43	29		14
Armenians.....	113	81		32
Assyrian.....		22	22	
Egyptian.....	1	3	2	
Syrian.....	847	347		500
Arabian.....	46	58	12	
Maltese.....	2			2
Sicilian.....	1			1
Total continental, &c.....	37,099	34,728		2,371
United States.....	49,473	45,229		4,244
Total Immigration.....	128,364	130,331	1,967	

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The work of directing, sheltering and generally caring for immigrants and their families is now thoroughly well organized and effectively carried on; and this department of our work will be still further facilitated by the new accommodations at Winnipeg, when they are ready.

The chief medical officer, Dr. Peter H. Bryce, entered on his duties during the year and his report appears with the others herewith submitted. The proper organization of the work of medical inspection of immigrants was a much needed improvement.

Your obedient servant,

W. D. SCOTT,

*Superintendent of Immigration.*

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## No. 1.

REPORT OF THE CANADIAN COMMISSIONER OF EMIGRATION IN  
GREAT BRITAIN AND EUROPE.

11-12 CHARING CROSS, LONDON, W.C., June 30, 1904.

The Superintendent of Immigration,  
Ottawa

SIR,—The emigration propaganda on this side of the Atlantic has been carried on during the fiscal year which has just closed very largely upon similar lines to the preceding two or three years. In the first place special care was exercised to retain connection and communication with previous inquirers at the various government offices throughout the United Kingdom. In addition, the addresses of particular classes likely to be interested in emigration, of the character desired in the Dominion of Canada, were procured through directories and voters' lists, and nearly a million publications were mailed to post office addresses.

A series of experiments have been carried on during the last two years, with a view of finding out the character of advertising which is likely to give the most satisfactory results. During what is known as the off-season last year a series of advertisements were continued in the religious press, circulating somewhat largely among what might be known as the restless or emigrating classes, and while these advertisements were running there was a fairly constant stream of inquiries resulting from them.

For the purpose of testing the relative advantages of advertising in what may be known as country newspapers and metropolitan journals, the regular advertisements during the present year were started in the country newspapers several weeks earlier than in the city or central press. The inquiries received at the various offices during the time that the earlier advertisements were running did not lead to the conclusion that this class of advertising furnished the best opportunities for reaching the emigrating classes. As soon, however, as the advertisements appeared in the metropolitan newspapers a marked change was evident in the interest created among the emigrating public by a very considerable addition to the inquiries and correspondence in the various offices.

Upon two or three occasions special arrangements were made with the most largely circulating newspapers for display advertisements of a marked and enlarged character, and the returns in the way of inquiries were singularly evident for several days following the appearance of these advertisements.

The result of these experiments apparently justifies the conclusion that a much more immediate return is secured from advertising in the large centres of population rather than in the rural sections. It does not, however, follow that the inquiries, as the result of these advertisements, come from the centres of population, as a careful analysis of the correspondence from time to time plainly indicates that the city papers, in point of fact, reach almost the entire emigrating classes throughout the United Kingdom, and that in the villages and rural towns the city papers have, in their various districts, apparently a more representative circulation than many of the so-called country or town publications.

Yet, while this is a fact, it is not going to be advisable by any means to avoid advertising to some extent in the rural press, although experience proves that there is a more immediate return, and it is a more profitable investment to advertise more extensively in the great centres of population rather than in the country publications.



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For several reasons, in many parts of the United Kingdom this year, the emigration movement to Canada has not been as large as the preceding year, which was a record one. This has been brought about very largely by warnings which from time to time have been issued from certain classes in Canada, and by the publication of letters from some who emigrated to Canada the preceding year, and whose experience did not come up to their expectations. It had to be expected that in the apparent boom of the emigration propaganda a reasonable percentage of undesirables would be drawn into the emigration movement. Such a contingency could not be avoided, and it was, at the same time, the most natural thing in the world.

So long as the emigration movement had not assumed large proportions it was a comparatively easy matter to discourage those who were brought into contact with the officials, who were not of a desirable class, or who were evidently not possessed of that force of character necessary to their success as pioneers in a new country. But when the movement reached its present proportions, so that emigrants experience difficulty in securing ocean transportation by the steamships sailing to Canada, it becomes practically impossible, by ordinary official work, to sift what might be known as the chaff from the wheat. The few failures who returned home became magnified by a section of the sensational press to the appearance of a much larger number, and their discouraging reports formed a subject for newspaper comment and local gossip. In addition to this source of discouragement, we have found ourselves from time to time brought into contact with an apparent organized conspiracy, finding expression in repeated warnings against all classes of emigration to Canada, these warnings very frequently being in the form of anonymous correspondence in widely circulating newspapers. There is ample justification for using the term 'apparent conspiracy,' in view of the fact that so many of the letters were evidently written by the same circle of individuals in Canada, although the place in this country from whence the immigrants in Canada claimed to have come was repeatedly changed. This became such a common occurrence that finally newspaper editors realized the situation, and subsequently referred editorially to the fact that letters similar to those that had appeared in their own columns were also appearing in local newspapers in different parts of the United Kingdom. The consequences attendant upon these warnings are not always, however, such as are desired by their anonymous authors. Their professed object is to deter undesirables, but they will emigrate without any positive encouragement, and they will not be deterred from going by any warnings. But the class of people who become nervous about emigrating, on account of the publication of such warnings as are referred to above, are the very people we all want, namely, those whose one object in emigrating is to engage in agricultural life in Canada.

Considering the large place Canada now occupies in the public eye here, in comparison to the somewhat meagre notices which Canadian affairs received a few years ago, it is, I suppose, inevitable that this publicity should bring with it a certain amount of detraction. This has been more markedly evident during the past year in the reports which from time to time have been cabled from Canada to the British press. Every alleged adverse circumstance or event in Canada has been magnified and amplified and exaggerated beyond the faintest semblance of truth. The winter in Canada was severe, but not half as severe as was represented in the cabled despatches from Canada. A fair illustration may be given by the appearance of a despatch in one of the more prominent London papers in the month of February, wherein the statement was made that the people of Toronto were alarmed, in view of the continued severity of the weather, and the impossibility of provisions and coal being carried to western Canada, that the spring would reveal the fact that almost the whole population of the west had either been starved or frozen to death. The break-up of winter, followed, as it no doubt was in several places in Canada, by minor floods, was also taken advantage of in despatches to this country, indicating that rivers and lakes had overflowed their banks, and that nearly half the country was under water. This was accentuated in a despatch from Montreal, with the prediction that the ice-shove at

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Montreal was going to result in such an inundation in that city that no residence would be left uncovered by water. As an outcome of such statements, many anxious inquiries were received in this office as to the probability of relatives and friends escaping these dire calamities, followed with expressions of opinion that Canada was truly an awful place to which to emigrate. It is safe to say that few countries in the world would allow such exaggerations, calculated to injure the progress and prosperity of the country, to go without steps being taken to punish the authors of them. It is not long since a great European country found it necessary to exclude from its borders the representative of one of our principal newspapers for an apparent exaggeration respecting the conditions of life in that country. Canada must expect to be the victim of exaggeration of this nature unless some provision is made with a view not simply of holding the correspondents themselves directly responsible for despatches so shockingly wanting in reliability, but it might be a question worth considering as to whether the channels of communication, *i.e.*, cable and telegraph companies, should not also be held responsible for absolutely untruthful reflections upon the conditions of life in the Dominion.

In respect to the complaints which have appeared in the newspapers in this country from time to time, from those who have alleged that they have not found things up to their expectations in Canada, efforts were made by the department upon every occasion to discover the names and addresses of the correspondents, and in every instance it was found that editors were not averse, after a reasonable presentation of the Canadian side of the case, to furnish the office with these particulars. Owing to the admirable system of keeping track of emigrants on their arrival in Canada, a report was received respecting every one of the dissatisfied correspondents in question, and little difficulty was subsequently experienced in securing the publication of some of these explanations, and thus the damage that had been done by the publication of the original letters was somewhat minimized.

As a reply to the accounts which were given by some of the returning emigrants, who had not found things in Canada equal to their expectations, steps were taken with a view of procuring from responsible and reliable settlers in western Canada letters giving a resumé of their experiences since their arrival in the west. These letters were almost invariably accompanied by a statement as to the particular county in England from which they had emigrated. It is a pleasure to note that no difficulty whatever was experienced in securing for such letters the widest possible publicity. In fact it was found that newspaper proprietors were always pleased to give these letters, bearing a local aspect, a prominent place in their columns. The prosecution of a propaganda of this character will be found not only profitable to the department, but furnishing a form of information which will be invariably regarded as of a most authentic and reliable nature. A favourable consideration to an application to country newspapers to publish letters of this kind can always be depended upon. The importance of carrying on this particular form of propaganda cannot be too strongly impressed upon the department.

Emigration, in the great majority of cases, is looked upon as a very serious step, but it is frequently made much more so by the accounts which are written home by young fellows in respect to their experience in Canada. Not infrequently complaints from parents and friends reach this office, and not a little trouble is experienced in the endeavours which must be made to allay the unnecessary anxiety which is the result of these exaggerations. Probably no fairer illustration of this can be given than the following extracts from correspondence.

In this case two young fellows, who had been thoroughly instructed as to the hardships which they would have to undergo, decided to settle in Ontario, with a view of learning the conditions of agricultural life previous to proceeding west to the free grant lands. They were furnished with letters of introduction to Mr. Persse, the Ontario government representative at the Union station, Toronto. A few weeks after their departure the following letter was received at the office from the mother of one of the young fellows in question. Of course, the names and addresses are omitted:—



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'SIR,—At the end of November the emigration agent in London for the colony of Canada told my son and his friend that if they went at once to Toronto there was a big demand for young men of good character and they were sure of a comfortable home and a salary. They therefore went on the 3rd of December. When they arrived at Toronto they went to gentleman they had been sent to from the officer here (in England), and he asked them what possessed them to come to Canada in the winter? They told him who had sent them, and he said it was ridiculous the London agent sending them, as there was absolutely no one required in winter, and he had nothing to recommend them to. Of course, they were fearfully 'cut up' at such a 'slap in the face,' and told him so. After no end of talk, he at last produced a letter from a farmer saying he would give work to a young Englishman, but no salary. As their money was nearly gone, and they were stranded in a strange country, they felt obliged to take this offer, and after three days' journey in the bitter cold arrived at a little village.....at 11 at night, and had to put up at an expensive hotel, the only place which they could get to late at night. Next morning they started off and found the farmer, and he took my son, but could not do with two. However, he offered Mr. \_\_\_\_\_ a bed, and next day Mr. \_\_\_\_\_ found a place on same terms. No salary, but board and residence. The work is fearfully hard, the commonest personal cleanliness cannot be had, and these two gentlemen are given horrible duties to do, such as killing poor pigs and other animals, &c., &c. The mere hard work they were and are willing to do, but they were never given to understand they were to be butchers and scavengers. Would you be so good as to try if anything can be done to improve this horrible life for these young men—bred and born with refinement and cleanliness. I am quite heartbroken. Oh, God help my poor boy! I cannot raise money or I would go out and take him from these horrible people. Excuse this writing. I cannot see to write for the bitter tears of misery at my boy's lot, and Mrs. \_\_\_\_\_ is the same.

'I am, sir, your obedient servant,

\_\_\_\_\_.'

It may be said in passing that the village referred to instead of being three days' journey from Toronto is really less than as many hours. A departmental reply was sent to the letter in question, in which the mother was assured that there was possibly some exaggeration in her son's account of the conditions, and that the correspondence would be forwarded to Canada, with a view of getting a report from the government officials, which would be forwarded to her at an early date. But this only resulted in another hysterical effusion from the good lady, in which she gave the assurance that her son was, 'like all blue bloods, willing to work, but it was never contemplated that he was to be a butcher,' and the letter concluded as follows:—

'One other thing I may mention is that there is no means of personal cleanliness on these farms. They are given a small tin pan, about half the size of an English wash-hand basin, to wash in. Surely water could be heated and given these poor young men for personal cleanliness. There is a lake handy. I have passed many a tearful night praying to God for my boy's sad fate. He refuses to return, 'sink or swim,' as it costs £30 to get proper Canadian clothes, &c., and passage. His clothes are of no use in any other colony or here. My son has to buy food, the long hours between meals he can't stand. His friend is nearly starved. You quite understand my son has no complaint to make about the farmer he is with. The people are all kind to him, and he likes them and they him. I am glad also they are strict teetotalers, as I and my son are, and they are free from the usual vices on Canadian farms—swearing, &c. Thank God for this.'

Following the inquiry by the departmental officers in Canada, letters came to hand from the young men, the following being from the son:—

'DEAR SIR,—I have just received a letter from my mother, and I am very much surprised to hear that she wrote to you to complain of the way in which we were treated.



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'She has made a great mistake. I like the work very much out here, and I only wrote to her in a joking way, telling her of the ways of the people here.

'When we got to Toronto we were told by Mr. Persse that there was very little to do at this time of the year. He then said that Mr. \_\_\_\_\_ at \_\_\_\_\_ wanted two men. When we arrived at \_\_\_\_\_ Mr. \_\_\_\_\_ said that he did not want any one till April, but that if we liked to stay with him we could, but that he would not pay us any salary. We accepted his offer, and I am now with \_\_\_\_\_ and Mr. \_\_\_\_\_ is with his son. I am enjoying myself very much and have no intention of returning to England.

'My mother misunderstood me, I think. I said that it took us three days from Halifax. I am sorry she has caused you so much bother.

'Believe me, faithfully yours,

'\_\_\_\_\_.'

It is hardly necessary to add that copies of this correspondence were sent to the mother, but the good lady was not prepared to acknowledge that her son would joke with her upon such a serious matter, and the subject was then allowed to drop. In the meantime information has come through other sources in regard to the young men in question, giving abundant evidence that they not only were well treated and perfectly satisfied with their lot, but that their prospects for success in Canada cannot be doubted. Nevertheless the exhibition of exaggeration which actuated the young men in question has only been too plainly evident in cases almost without number, very many of which have found their way into the columns of the British press, and in respect to every one of which as satisfactory an explanation can be made as of the case in question.

A pronounced effort has been made to impress upon the emigrating public the character of immigrants desired by Canada. Nothing has been left undone, both in the official advertisements and in the publications issued with official authority, to make the wishes of the department perfectly clear to the emigrating public. It has been persistently pointed out that Canada wants workers, the following classes being particularly designated:—

1. Farmers or persons with experience in agricultural life.
2. Men who have been accustomed to hard work.
3. Persons without experience in agricultural life, but who are prepared to devote themselves to that occupation, and who are willing to accept employment for the purpose of acquiring the necessary knowledge regarding agricultural methods in Canada, and
4. Domestic servants either for rural or urban life.

Notwithstanding the efforts which have been made in directing attention to the fact that these are the only classes among whom the department carries on a propaganda, inquiries without number have continually been made as to the possibility of securing employment in almost every other calling and trade. The answers to these inquiries have, by official authority, invariably been that the department is only interested in furthering a movement among the population referred to in the foregoing.

But as might be expected, the failure of the department to furnish information respecting other callings has given rise to the establishment in London, Glasgow, Liverpool and other great centres of population of so-called societies and bureaus having, in addition to the advantages accruing from the general government policy, the object of carrying on a propaganda among various other classes. Some of these organizations are reputable booking agencies and have established important connections both in the Dominion and the United Kingdom. For a time it was not considered inadvisable, when direct inquiries were made as to the responsibility of some of these institutions, and when investigation revealed the fact that direct applications had been received by these organizations for labour of various characters, to reply that the society in question was evidently or apparently carrying on a reputable business. Later, however, it was believed to be advisable that no countenance should be given

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to booking agents or associations in regard to any promises which they might be in a position to give to their clients respecting labour of any character other than on the lines indicated in the general policy of the department.

It is a serious question as to whether it is wise here to place some of these organizations, which after all are reputable booking agencies, in the same category as those carrying on a notoriously improper business. But the difficulties which appear upon every hand by giving any booking agencies special inducements, are so many that it is believed that the best course to adopt is one of strict neutrality, in order to avoid the serious complications which sooner or later seem to force themselves on this branch of the department.

There can be no question but that certain booking agencies in the United Kingdom are rendering Canada a very considerable service in an exceedingly active propaganda, carried on by an extensive distribution of literature, and a liberal expenditure of money in advertising. While there are few persons attached to the booking offices in this country who have any personal knowledge of Canada, it is nevertheless true that the work of the department would be hampered if the cordial co-operation of these agencies was not so freely given. This co-operation with the department may not be due to any special love for Canada, but because booking passengers to Canada is a paying business. When so many of them desire to carry on their business in a reliable manner, and where they can be held responsible by emigrants for any improper inducements, through which persons may have been induced to emigrate to Canada, it is somewhat difficult in answering inquiries either personally or by letter to repudiate entirely their co-operation. With a view, however, of making the policy of the department fully known to the emigrating public from time to time, this office has notified the public through the press that the Dominion government has not authorized or sanctioned, nor in any way given its approval to emigration agencies or bureaus or societies carrying on a propaganda with a view of inducing skilled artisans or mechanics to emigrate to Canada. This declaration of the policy of the department has been periodically reiterated, not only by advertisements, but in interviews, and also in the form of despatches through the British Press Association. But while such agencies might be regarded as having a legitimate aim, others of a decidedly reprehensible character continue to flourish. This is more particularly the case in respect to what is known as the farm pupil fraud, *i.e.*, the payment of premiums for finding positions for applicants with Canadian farmers. One such has been carrying on an extensive business for several years, notwithstanding the departmental warnings to the public in which, in no mincing terms, attention has been directed to the absolute waste of money occasioned by negotiating with frauds of this character. The one to which special reference is here made, continually advertises for a 'limited number of farm pupils,' for whom positions can be secured in Canada upon the payment of a moderate premium, and correspondence is invited. The reply invariably gives the assurance of employment through a reliable Canadian agent, generally referred to with a professional prefix to his name, upon the payment of from \$125 to \$150. This sum includes either steerage or second cabin ocean accommodation. This allows a margin of profit for the promoter of from \$100 to \$115 upon each adult. This firm circulated alleged letters, which were being used in the form of commendatory epistles, from Lord Roberts, Lieutenant-Governor Forget, Chief Justice Sifton, Judge Barron, and others well known in Canada. It is needless to say that as soon as the fact of these letters being used in this way was brought to the attention of the gentlemen named, they immediately notified the firm in question to withdraw their letters, as the letters had never been written to the firm in question, nor were they ever intended to bolster up an institution of this character. It may well be wondered how anything of this kind can flourish in face of the continual warnings which have been issued by the department, to say nothing of the efforts persistently made to impress upon the public here that all the work which such a firm may give an assurance of doing, forms part of the general work of the Immigration Department. But Englishmen cannot under-



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stand the possibility of a government offering to do anything apparently for nothing, nor can he understand how the department of a government undertakes to find positions with farmers for emigrants from this country. The same idea is prevalent in connection with a good deal of the correspondence in the various departmental offices in the United Kingdom. The department advertises that pamphlets and information can be procured free, nevertheless very many correspondents, in making a request for pamphlets and publications, inclose a penny stamp for a reply. This is the principle upon which an Englishman does business. He never gives anything for nothing, and he cannot understand a government either giving pamphlets for nothing or assisting emigrants to find positions without the payment of a fee. He appears to think, therefore, that there is something wrong, or that he has misunderstood the meaning of the advertisements, and he will, therefore, go to the place where a payment is asked for doing exactly the same thing which the department is prepared to do without any charge. That this principle prevails throughout England, more especially, is only too evident from the number of agencies of one kind and another which have been established in different parts of the country, where agents advertise that, upon the payment of a shilling or two, reliable information respecting Canada can be procured and guarantees or letters of introduction insuring employment on arrival in Canada can be procured. On representations from this office, the police have investigated the conditions under which certain parties, from time to time, have endeavoured to transact business on these lines, resulting in the closing up of the agencies, and some times in the absconding of the principals. This remark, however, does not apply to the farm pupil fraud business. That concern still flourishes and no doubt will continue to do so, so long as the principals in the company both on this and the other side of the Atlantic, find it profitable to mulct the unsuspecting emigrant, and it is quite safe to say that the unsuspecting or gullible prospective emigrant will be found here so long as time lasts.

It was considered advisable two or three years ago to effect a radical change in the mode and manner of advertising, and consequently the expense under this head was very considerably increased. The large display blocks which have been adopted have quite realized the expectations indulged in when the decision was reached to try, as a matter of experiment, this additional expense. These advertisements, large yet concise, have invariably attracted the attention of intending emigrants; so much so in fact since this form was adopted that the correspondence in this office not only increased enormously, but continues to retain its large proportions, notwithstanding the many reasons which might be given why the removal to the premises on Charing Cross, and consequently the opportunity afforded for an increased number of personal inquirers, might have justified the fears that the increase in the number of letters could not be maintained.

As the result of very careful inquiry, the decision was arrived at early in the year to partially change the policy of the department respecting exhibitions and shows. A glance at the expenditure reveals the fact that for many years these have furnished one of the large items of expenditure. The view has been generally held that exhibitions or shows are attended by the agricultural or rural population, and therefore furnished an excellent advertising medium, and a most desirable medium for the distribution of literature among the classes especially desired by Canada. And yet appearances indicated that there had not been a satisfactory return for the attention that this phase of the emigration propaganda had received. Very frequently the agricultural exhibits of Canada were dwarfed with the enormous displays of seedsmen; and Canada, therefore, appeared to occupy a relatively less important position than the agricultural resources of the Dominion deserved. A Canadian exhibit invariably attracted interest, provided, of course, it was upon a reasonably large scale, but if, as sometimes occurred, and particularly at the smaller shows, the exhibit was apparently of a less important character than many others, the relative position could scarcely be regarded with satisfaction. These exhibitions and shows usually involve an expendi-



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ture running from £10 to £20, including the rental of space, erection of stand, freight and labour charges, travelling and other expenses. It would not be fair to arrive at the conclusion that, because these exhibitions had been carried on for 25 years, and that as a result no special interest was created respecting Canada, whereas as soon as other methods of reaching the public were adopted a considerably increased interest was evident, the exhibitions had served no purpose. And yet a careful perusal of the correspondence and personal contact with inquirers, force me to the conclusion that the expense involved in carrying on that phase of the emigration propaganda might be diverted to other channels, with more favourable prospects for a satisfactory return, than by continuing as heretofore.

While it has been considered advisable to effect a change from this particular line of policy, it must not be supposed that advantage is not taken of the gatherings at exhibitions and shows. Arrangements are made whereby in the more important districts the circulation of literature is carried out with a good deal of efficiency and care, and while undoubtedly a great deal of printed matter reaches those who may take no interest in emigration, yet every effort is being made to ensure a distribution among classes likely to emigrate.

It cannot be claimed that this change in the policy of the department is in accordance with the views of all the agents. There certainly is a difference of opinion on this question; nevertheless this office is not without a confirmation of the wisdom of the judgment which finally settled this phase of the work for a short period at least. Expenditure of almost any character has a tendency in some degree to keep the subject of Canada and Canadian emigration to the front, and if there was no limit to the demand which could be made upon the appropriation for emigration work, I do not know but that this phase might well have been continued; but I am very strongly of the impression that the amount of money involved in the expenditure of this character of an emigration propaganda can be spent in other avenues with much better advantage.

The carrying on of an emigration propaganda, either here or elsewhere, can only be done successfully by constant advertising and unvarying attention to all the details of office work. This is an aspect of the public service that requires the undivided time and attention of all the officials upon this side of the Atlantic. It is, therefore, impossible to associate with the work in this office the duties pertaining to other branches of the public service. The public interest must be watched and gauged, and no opportunity should be allowed to pass to have Canada presented to the prospective emigrating public in a proper and suitable manner. A plain statement of facts, supported, as far as possible, by authenticated experience of successful settlers, furnishes a sufficient basis to induce an earnest inquiry for additional information.

Upon this question one might fairly be pardoned for directing attention, at least, to the necessities of a channel for communicating items of reliable Canadian news to the British press. It has been regarded as desirable that the Canadian press should be furnished with news from sources upon this side of the Atlantic which are not only reliable, but whose responsibility can readily be noted. It is equally desirable that the population of this country, and of the continent of Europe, should be presented with true aspects of Canadian news, Canadian progress, and Canadian development. This could be done in a partial sense by epitomizing the more important Canadian news immediately on the receipt of Canadian newspapers, and this is very frequently done by officials in this office. But it can only be carried out regularly during what might be termed the off-season. When the departmental work is rushing, as it invariably is between October and June, but little opportunity is offered, even after office hours, for that attention which this subject requires, and which such a question undoubtedly deserves. If such a service, as is here suggested, could be inaugurated in Canada, whereby important political, social and commercial items of news, incidents in the progress and development of the country, could be epitomized and forwarded to this side of the Atlantic, and then transmitted to the press as early as the Canadian

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newspapers are received at the offices in question, much beneficial and advantageous publicity could be secured to Canadian interests. But if such a service could be inaugurated by cable by some one specially qualified for newspaper work, and who also is in touch with Canadian life and character, much greater advantage would accrue, and the immediate return for which, from a purely emigration standpoint, would make the service invaluable. No trouble whatever would be experienced upon this side of the Atlantic in securing publicity for items of news coming through such a source in almost all the great newspapers.

The emigration business of the year, not only in Great Britain, but on the continent, has been somewhat unsettled by the complications arising out of the break-up of what is known as the North Atlantic Steamship Conference. The gradual absorption of continental business by the continental lines eventually culminated in the successful efforts which were made by the Cunard Steamship Company to secure a monopoly of the emigrating traffic from one of the Hungarian ports in the Adriatic. This had been regarded by the Hamburg-American line as one of the special preserves of that company. The inauguration of this British service to New York, via the Mediterranean, resulted in a partial Trans-Atlantic rate war being immediately established. The German lines advertised a lower rate for Hungarians, via Hamburg and Bremen to New York, than was given to emigrants from localities more contiguous to their ports of embarkation. The Hamburg-American line also started a Scandinavian service, with a view of entering into competition with the Cunard line, by which the rate from Norway, Sweden, Finland and Denmark to New York was reduced to £3, being about one-half the ordinary rate. This reduced rate was effective for some weeks previous to the establishment of the same rate to Canadian ports, the result being in the probable emigration of considerable numbers to the United States who otherwise might have proceeded to Canada. Following the rate war upon the continent, similar proceedings were taken by the continental lines, and one of the American lines, sailing from Rotterdam, Cherbourg and Southampton, causing a considerable rush across the Atlantic of many desirables as well as undesirables. Eventually other Trans-Atlantic steamship companies, including those sailing direct to Canada, were forced into the rate war, and for a few weeks there was a considerable rush to the western shores of the Atlantic. It is difficult to say in how far the reduced rates upon the great New York liners actually interfered with the emigration to Canada. There is scarcely a question but that it did to some extent. At the date of writing, however, although the rate war is still continuing, there does not seem to be any appreciable difference between the emigration movement in comparison to the time preceding this great reduction in rates.

In regard to the emigration movement from the United Kingdom, a cursory glance at the official returns proves the very important place now occupied by British North America as an objective point for British emigrants. During the year just closed a glance at the figures proves that, of the entire emigrating population from the United Kingdom, Canada secured not less than 32 per cent, which, by comparison, shows an enormous increase over 1899, when the Dominion only received about 11 per cent of the British emigrants. Making use of the same authority for a comparison of the volume of British emigration to the United States and British North America, the figures show that the proportion secured by Canada was 17.75 per cent in 1899, which was increased to 48 per cent in 1903. While the figures as furnished by the Board of Trade in Great Britain may not be absolutely correct as to the particular number of emigrants sailing to Canada, the percentage of emigrants to the Dominion, in comparison to the entire returns, may be taken as fairly accurate. These figures apparently justify the vastly increased expenditure incurred by the department in carrying on an emigration propaganda in the United Kingdom, and vindicate the hope that was expressed, that the inauguration of such a propaganda would result in a considerable accession of British population to the Dominion.

It must be borne in mind that, while emigration from the United Kingdom is free and untrammelled in so far as the destination of the emigrants is concerned, restric-



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tions are placed upon shipping by which the accommodation has been much improved, and the interests of the emigrants have not been neglected, and, therefore, steamships sailing from British ports have much more to contend with on account of government interference than emigrants either from French, German or Scandinavian ports. In vessels sailing from Great Britain emigrants are less crowded, and much more stringent sanitary measures are brought into operation than from foreign countries. Competent surveyors and medical officers are responsible for the proper accommodation on board ship. Every vessel is inspected before a voyage, care being always taken that only the correct number of passengers are carried according to the space provided, provision being made for a larger area for each passenger than is insisted upon in the sailings from many continental ports. Independent local medical officers are also responsible for emigrants being free from infectious diseases. The recent provisions in the Dominion for the deportation of undesirable arrivals has resulted in a much more careful examination of the state of the health of emigrants than heretofore.

An emigration propaganda cannot be carried on in all the continental countries in the same open manner as characterizes the work in the United Kingdom. Nevertheless, without violating their legislative enactments or police regulations, stringent efforts are being made to distribute among the emigrating classes information respecting the development and resources of Canada. All this work, however, has to be carried on with very great care in consequence of the numerous restrictions. Up to the present year a considerable outlet for continental emigrants was taken advantage of by the fact that the Elder-Dempster Steamship Company had remained outside the North Atlantic Steamship Conference, and was, therefore, not subject to the restricted number of continental emigrants which could only be carried to America by other steamship companies sailing from British ports.

Following the acute relations between the German lines and the Cunard line, referred to elsewhere in this report, the German companies as a set-off to the exclusive sailings of the Cunard Steamship Company from the Hungarian ports, succeeded in having control stations established on the German border towns, where emigrants from Russia, Austria and Hungary had been accustomed to enter Germany for the purpose of passing through that country to ports on the North Sea. The effect of the establishment of these control stations, ostensibly for quarantine purposes, was that no emigrants, having transportation for America by any other steamship line than one specially licensed by the German government, could enter Germany for the purpose of embarking either in Great Britain, or by any other line than the North-German-Lloyd and the Hamburg-American Steamship Companies. The effect of this was that immediately these German companies secured an absolute monopoly of the continental emigration traffic sailing from northern European ports, and, as a natural result, the emigration rates were increased by thirty marks per head.

In the meantime one of the steamship companies which heretofore had carried continental emigrants from British ports ceased to carry any other than British passengers, but established a service from one of the continental ports for European emigrants entirely.

The increase in the rates from the continent, which was immediately made operative, with the exception of the situation already referred to in regard to Hungary, had a very deterrent effect upon the emigration movement from the continent to Canada. This, taken in connection with the war between Russia and Japan, and the consequent difficulties attendant upon German colonists continuing to emigrate from Russia, as heretofore, explains the decrease in the number of continental emigrants. But it is satisfactory to note that everything indicates that the decrease is not due to any want of interest in Canada, or failure to carry on an active propaganda, and I am quite satisfied that the European emigration movement will shortly assume even much larger proportions than in 1903.

In connection with the propaganda upon the continent, it might be as well to note that absolutely nothing is left undone with a view of discouraging undesirable classes



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from emigrating to Canada, and with the object of encouraging only those whose presence in Canada might be fairly regarded as likely to add to the physical and intellectual advancement of the country.

The interest in emigration to Canada generally is shown by the increasing volume of correspondence with the offices and in the number of personal inquiries. In connection with the former, not only are the inquiries from Great Britain more numerous than heretofore, but also from the continent of Europe and Scandinavia as well, while every mail from South Africa, Australia and India brings scores of letters asking for more detailed information respecting the possibilities of success in the Dominion.

The number of personal inquiries at the various offices throughout the United Kingdom give evidence of a more marked interest than ever in Canadian affairs. In regard to the London office, it can be truthfully said that from the hour of opening in the morning until closing time there is a continual stream of personal inquirers, not infrequently a dozen or more being present together. No better indication could be given of the wisdom shown by the decision of the department in leasing the premises at Charing Cross. An ever changing advertisement is available by keeping the windows properly decorated with views of Canadian scenery, and exhibits of Canadian natural products. The importance attached to these presentations of the progress, development and resources of the Dominion is seen in the interest that is always taken in the windows by the constantly passing crowd.

I am pleased to say in respect to the officials attached to this branch of the Department of the Interior, that they have given marked evidence of their interest in the work, and their determination that personal interests must in every case give place to official duties, and in no particular has there been shown a want of loyalty to departmental interests.

Your obedient servant,

W. T. R. PRESTON,  
*Commissioner of Emigration.*

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## No. 2.

## REPORT OF G. H. MITCHELL, CANADIAN GOVERNMENT AGENT AT BIRMINGHAM.

43 CANNON STREET, BIRMINGHAM, July 6, 1904.

The Commissioner of Emigration,  
London.

SIR,—I beg to submit my report for the year ending June 30, 1904.

Taken on the whole, the pressure of work was not as great as during the previous year, but I can make no comparison in regard to the correspondence owing to the different methods pursued in the two periods. The number of personal inquiries, however, has been satisfactorily maintained, and a very good emigration of desirable people has taken place; one movement is particularly noteworthy,—that of a number of members of the Society of Friends who are founding a colony, which is expected to reach large dimensions, in the Saskatchewan district. The steamship agents in Birmingham and a few other places have had a record year, but the emigration from the Midlands, and indeed from England generally, may show a slight diminution, accounted for by different steamship agents in various ways, according to local circumstances; it would perhaps be impossible to maintain the extraordinary enthusiasm which prevailed last year, and the history of all emigration proves the rise and fall of the movement, but there have undoubtedly been adverse influences which in some measure, difficult to estimate, have affected the result of our work.

In the fall of 1903 I attended several agricultural shows with exhibits of Canadian produce, and conversed with and distributed literature among large numbers of agriculturists; this season arrangements are being made to distribute our pamphlets at, but without taking part in, the shows, and in this way a larger area is being covered.

Full advantage was taken of the lecture season, two large meetings being held in Birmingham, one addressed by Mr. Duncan, of the London office, and the other by Mr. Hanson, of High River, Alberta; in addition there were others not only in Birmingham, but in many other places, and the lantern slides at my disposal were in constant use.

For a couple of weeks Mr. Drayson, of Neepawa, was in attendance at the office, and later, for ten days, Mr. James Dale, of Argyle township, Manitoba. Many took advantage of their presence to obtain accounts of their personal experience; interviews were published in the principal newspapers, and Mr. Dale made a tour of the Midland district, lecturing and disseminating information. Several other western Canada visitors were in the district at various times, and the most was made of their presence in emigration interests.

In accordance with my instructions I have resumed visiting the steamship agents during the last few months, in any time that can be spared from the office, and this work promises excellent results; much can be done by personal intercourse which cannot be accomplished by correspondence; one can impart to the agents some of one's own enthusiasm, give useful information and make suggestions as to methods of working, and in short revive or stimulate an interest which is apt to fail for want of personal encouragement; on the other hand, your agent learns the views of the steamship agents, their requirements in the way of printed matter, &c., and is enabled to keep in closer touch than is possible in any other way. Advantage is taken of these journeys to interview any of my correspondents, and any of the steamship agents' clients whom it may be possible to meet.

Large supplies of pamphlets have been distributed through various channels, and the wants of steamship agents in this particular have received prompt attention.

Your obedient servant,

G. H. MITCHELL.



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## No. 3.

REPORT OF H. M. MURRAY, CANADIAN GOVERNMENT AGENT  
AT CARDIFF.WESTERN MAIL BUILDINGS,  
CARDIFF, WALES, June 30, 1904.The Commissioner of Emigration,  
London.

SIR,—I beg to present my annual report of the emigration work done in Wales and the English counties in my district during the fiscal year just ended.

As the British Board of Trade include all Welsh emigrants in their English returns, I have no data to go upon as to the number of Welsh people who have left for Canada. I think, however, I am correct in saying that there has been an increase over last year, and so far as my information goes, this also applies to the neighbouring English counties. The working population of North and South Wales, Monmouthshire and Herefordshire are exclusively engaged either at coal mining, dock labouring or agricultural pursuits, and with regard to the latter, it is more of a pastoral nature (sheep and cattle-raising) than that of general agriculture. There are no large centres of population, with the exception of Cardiff, Swansea and Newport, and in these towns the principal, in fact the almost exclusive business is that of coal exporting. The population of Wales is 1,698,148, Monmouthshire, 316,864, and Herefordshire, 112,549, giving a total of 2,127,561—a small number considering the large acreage covered. From these figures it will be seen that the number of emigrating agriculturists can never at any one time attain large proportions; but if the numbers are small the quality is good. The Welsh are a sturdy race, and those of them who are engaged in farming work are of the best class, but they are hard to move. Home ties and old associations prevail more with them than, I think, either the English, Scotch or Irish. Their poetic nature, the old Welsh language in which the history and poetry of their country are embodied, all combine to strengthen their attachment to the 'Land of their Fathers' as they so aptly term it.

I have endeavoured in every way to encourage emigration. As I have said, we have only coal miners and agriculturists to draw from, but many of the miners have been upon the land in their youth, a number of this class have recently gone to Canada with the intention of resuming the same vocation, and I am sure they will make excellent settlers. Quite a number of young men of no previous experience have also left for the purpose of gaining a knowledge of farming operations with the intention of later on taking up land for themselves.

With regard to 'mechanics and tradesmen' generally, I have scrupulously followed out the direction of the deputy minister and yourself 'not to actively encourage the emigration of such,' advising them that if they chose to go out they do so on their own responsibility.

I have attended so far this season two agricultural society shows—Swansea and Hereford. Both of these meetings were very successful, the attendance being large and of a good farming class. Our exhibits were much admired, and the requests for information and literature very gratifying. I am in hopes that the work done at these shows with the moderate expenditure incurred will not have been in vain.

I have visited several of the booking agents in the immediate neighbourhood of Cardiff, but now that the rush is over will carry out the programme endorsed by you,



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viz., that of making a general visitation through North and South Wales, making my visit known to the farmers by means of the posters supplied from your office.

During last winter season our sets of lantern slides were in almost constant use, and I had some very gratifying letters as to the excellent work done in this regard, the views of Canadian life and work being a valuable means of educating both young and old as to what Canada really is, and what it can offer to the intending settler.

I was pleased to have the service (if only for a short time) of a practical Canadian farmer. Such men in my opinion do a vast amount of good, and if it were practicable, I should be glad to have one attached to this office for a few months every year.

I think that I have gone over the principal points of my work, and can only say that I will continue to do everything possible to encourage and increase the emigration of desirable emigrants from the various districts entrusted to me.

Your obedient servant,

H. M. MURRAY,

*Agent for Wales.*

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## No. 4.

## REPORT OF ALFRED F. JURY, CANADIAN GOVERNMENT AGENT AT LIVERPOOL.

OLD CASTLE BUILDINGS, PREESON'S ROW,  
LIVERPOOL, ENGLAND, July 14, 1904.W. T. R. PRESTON, Esq.,  
Commissioner of Emigration.

SIR,—In submitting my report for the year just closed, I may say that there is nothing of special importance to refer to. The work has been of the usual kind, with the exception that during the last half of the financial year I have not attended any agricultural shows on account of instructions received from you.

During the lecture season I was exceptionally busy, delivering about sixty lectures, most of which were very successful, and from which I have reason to believe very fair results have followed.

Three sets of slides have been placed at my disposal, and have been in fair demand.

In addition to the intending emigrants that I have visited in the various towns in this district, I have been interviewed by hundreds at this office who have required information other than that given in the pamphlets. Many of them have enough capital to take up a homestead and start for themselves after acquiring sufficient agricultural and local experience.

For some unaccountable reason, our correspondence has fallen off enormously during the present year, but I think the number of those leaving the district for Canada has been nearly as large as last year.

You will notice in my report of last year we received 10,392 letters relating to emigration; this year the number is 4,036. From July 3, 1903, to June 30, 1904, I have issued 1,346 letters of introduction to people from this district, and I have every reason to believe that they all left these shores for Canada.

I have received a number of trade inquiries as usual, but most of them have been referred to the various commercial agents in this country, but where it has been absolutely necessary, they have been attended to at this office.

From July 1, 1903, to June 30, 1904, sixty-five parties of children, consisting of 2,160 individuals, sent out by philanthropic societies, have been inspected, and the usual certificates given.

From July 1, 1903, to June 30, 1904, a little over one thousand letters have been dealt with by the office in connection with the emigration department of the Society for Promoting Christian Knowledge, in charge of the Reverend John Bridger.

Your obedient servant,

ALFRED F. JURY.

## No. 5.

## REPORT OF JOHN WEBSTER, CANADIAN GOVERNMENT AGENT AT DUBLIN.

14 WESTMORELAND STREET, DUBLIN,  
July 25, 1904.The Commissioner of Emigration,  
London.

SIR,—I have the honour to submit a short report of my work in Ireland for the twelve months ending June 30, 1904.

The year has been a busy one and no effort has been spared to keep Canada to the front. During the summer months, in addition to my office duties, I attended the important agricultural shows, the monthly fair or the weekly market. These, of course, are the places where the farmers congregate, and where an opportunity occurs for meeting them and distributing literature. At the agricultural shows I secure space for the erection of a small tent; this advertises the fact that I am on the ground, where I can be seen and pamphlets secured. I am interviewed on these occasions by many desirous of information regarding the Dominion. I do not consider that any advantage to Canada is gained by an exhibit of products unless an elaborate and careful display is made; far better no exhibition than one which does not do the country credit. This being my opinion, I only make display of products at important points, such as the Royal Dublin spring show or winter show, or the Cork show, &c. At the small events, I simply visit the show, erect tent, meet the people and distribute literature.

During the winter months I delivered a number of illustrated lectures and endeavoured to fulfil as many engagements as I secured invitations for. In the illustrating of lectures I use a number of slides made from photos taken by myself when visiting Canada in 1902. I need not say that this increases the interest of the lecture, not only to the audience, but to myself. I have the greatest faith in the utility of lecturing for driving home truths relating to the agricultural opportunities which obtain in our country, especially so when the lecturer, like myself, can speak from long personal experience. I have in my mind one particular lecture which I delivered in Limerick before a young men's association, as a direct result of which I was gratified to find that quite a number of young men went to Canada. Facts like this are encouraging, and I purpose next year to carry on a vigorous lecturing campaign. The visit to Canada which I have been instructed by the minister to take this summer, will be of the utmost value to me in bringing my information up to date, and will materially help me for next year's work. I propose taking advantage of the opportunity for securing further pictures as illustrations for my lectures.

Very vigorous measures have been instituted in Ireland by the 'Anti-Emigration Society' and kindred societies to check the tide of emigration from Ireland, and in various ways I have found their efforts handicap my work, some newspapers not accepting our advertisements for insertion, various agricultural societies refusing us space at their shows, and in many cases I have found it difficult to secure lecturing engagements, but in spite of all opposition we keep Canada well to the front, and I am glad to say that the past year shows a decided improvement on the preceding one, the figures, according to the Board of Trade returns, reading 2,658 for 1904, as against 2,201 for 1903. I am hopeful that these figures may be increased when the statistics



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compiled in London are returned. I may say that the large proportion of Irish emigrants south of Ulster sail to Canada by way of Liverpool, and numbers of them are registered on the ship's manifest, from which the Board of Trade takes its returns, as English emigrants. It is satisfactory to mark an increase in Irish emigration to Canada, in view of an appreciable decrease of emigration from Ireland to the United States for the same period.

The Dublin office has served a useful purpose during the past year, there being many callers, and, especially during the time when the advertisements in the papers were appearing, a large correspondence to attend to. I may also mention that the office has been taken great advantage of by Canadians visiting Dublin.

Your obedient servant,

JOHN WEBSTER.

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## No. 6.

REPORT OF EDWARD O'KELLY, CANADIAN GOVERNMENT AGENT  
AT BELFAST.13 QUEEN'S SQUARE,  
BELFAST, July 1, 1904.The Commissioner of Emigration,  
London.

SIR,—The emigration from Ulster in the past year has been satisfactory, taking into account the fresh difficulties placed in the way of agents by the position taken up by the 'Anti-Emigration Society.' I attribute the good results to the continued prosperity of Canada, the success of emigrants reaching there, and the very efficient advertising of the department, combined with plentiful supplies of up-to-date literature to the agents, of which, in my case, I had some thirty thousand pamphlets, maps, and leaflets taken home by visitors at my stand of Canadian exhibits at the various show fairs in Ulster.

I had 1,468 callers at my office in the past year, and attended to 1,434 correspondents, almost a thousand less than in the previous year. This decrease in correspondence I can explain by the fact that I did not exhibit at show fairs in 1902, having been in Canada during the show season, whereas in 1903 I had my stand at most of the fairs, well supplied with literature, and largely patronized by the class most required in Canada. It would be impossible for me to ascertain the number leaving my district for Canada since January 1, 1904, but I believe the number was as large as in the first six months of 1903, and included a much larger proportion of second cabin passengers. I may here mention that the lowering of the ocean fares came too late in the season to help the class of settlers we get in Ulster, who when about emigrating do not re-engage after Christmas, if hired men, and when farmers with capital must, of course, have time to make their arrangements.

Callers at the office increased in number after the announcements of the reduced rates, but they were mostly of the class I am instructed by the department not to encourage emigrating to Canada.

Perhaps this is the proper place to state that most of the mechanics who have left Belfast for Canada worked on their fathers' farms up to a few years ago, and have lately gone to Canada with the object of returning to the occupation of their forefathers and that of their own early youth. In my almost daily intercourse with the agricultural population I find that the rise in the standard of living has been most marked amongst the country people, or farming class, and that consequently the profits from farming small areas have most decreased, and in proportion to that decrease there has come to the people a desire to seek homes in the country they hear so much good of, and where they can acquire reasonably large sized farms.

Trade inquiries have not been many, but I can say that in most cases I have been able to attend to them in a manner satisfactory to those interested.

Your obedient servant,

EDWARD O'KELLY.



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## No. 7.

## REPORT OF J. BRUCE WALKER, CANADIAN GOVERNMENT AGENT AT GLASGOW.

52 ST. ENOCH SQUARE,  
GLASGOW, July 1, 1904.The Commissioner of Emigration,  
London.

SIR,—I have the honour to submit the report of the Glasgow office for the year ending June 30, 1904.

The report of the office for the financial year ending June 30, 1903, was in every respect a most encouraging one. It showed that during that year, something over 8,000 persons of Scottish nationality had left this country for Canada. This was a record, and, having regard to the excellent work performed to achieve this result, I felt that most extraordinary efforts would require to be put forth to maintain these figures, and, if possible, to increase them.

I am happy to be able to report that the figures for the financial year ending June 30, 1904, just to hand through the board of trade, are of a most gratifying character, and show that we have been able, not only to maintain the high standard of 8,000 sent from Scotland in the preceding year, but to increase that to 12,627 for the financial year just brought to a close.

These satisfactory results have not been achieved without strenuous efforts, and the adoption of every legitimate means of placing before the people of Scotland the claims of Canada.

In estimating the causes that have led to this very gratifying increase, an increase which, in relation to the aggregate population of the country, will bear a very flattering comparison with any other portion of the United Kingdom, I attribute much to the excellent method of newspaper advertising adopted by the department, to the abundant supply of excellent literature for distribution, and to the various other efforts and agencies utilized to place in the hands of the Scottish people intimate and accurate knowledge of Canadian conditions.

Amongst other valuable adjuncts I ought to mention the East-End Industrial Exhibition, held in the city of Glasgow for five months of last winter and spring. The exhibition was attended by something like three-quarters of a million persons, and the Canadian stand was generally recognized to be one of the principal features of attraction within the inclosure.

The stand was erected under the supervision of Mr. John Edgar, of Ottawa, and remained in his charge during the entire exhibition. In addition to giving ocular demonstration of the fruitful nature of Canadian soil by the means of this exhibit, a large quantity of good literature was placed in the hands of the very class of people whom we were specially desirous of reaching.

During the winter months I undertook myself an extensive list of lecturing engagements, illustrated with limelight and cinematograph views. These lectures, which numbered thirty in all, covered many of the leading market towns, as well as the largest cities, and, from a conservative estimate of the aggregate attendance, I am of opinion I was, through this means, enabled to carry the story of Canada and her wonderful resources to at least 30,000 interested hearers.



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In addition to this, and to a constant stream of personal interviews in my own office, I visited the various sub-agencies in the Scottish district on certain specified and advertised days, and met and conversed at their own homes with large numbers of interested inquirers.

I feel deeply grateful to the deputy minister for the kind assistance and encouragement of his visit to the office and district during last winter, and for the valuable advice and hints he was able to give me on that occasion.

In order to further the work in the country districts of Scotland, Mr. Smart suggested the construction of an exhibition wagon, which should be able to reach those portions of Scotland somewhat remote from the lines of railway travelling, and somewhat inaccessible to the ordinary means of advertisement. Carrying out his wishes, a handsome exhibition wagon, tastefully decorated, and bearing appropriate mottoes, and containing an excellent display of Canadian agricultural products, has been placed in the field, and for some months now has been touring in many parts of Scotland out of the beaten tracks of travel and beyond the lines of railway. Villages that have never heard a Canadian lecture, and know but little of the story of the Dominion, have been placed in close contact with samples of its products, and plentifully supplied with suitable literature. From this agency alone I am anticipating most gratifying results; and, together with other means of advertising our country, expect that the future will continue to result in a further bringing home of the claims of Canada to the Scottish agriculturist.

Our work in Scotland has not been altogether without its drawbacks. The operations of irresponsible agents here, who are sometimes as unscrupulous as they are irresponsible, the newspaper publication of grossly exaggerated reports of Canadian weather, together with the gloomy reports of unsuitable settlers; men, who lacking the instincts of the successful settler, lacking the patience and perseverance of the successful man, and physically unfit for manual labour, have no doubt raised here and there a prejudice against the country. I am proud to say, however, that so far as Scotland is concerned, the percentage of failures and of those who have returned disappointed has been phenomenally small.

The class of emigrants from this country is of the very highest order, and the complaint is frequently made in interested quarters that the best brain and brawn of the land are seeking the shores of Canada. This year the physical, mental and material average of the emigrant to Canada has been unusually high, and amongst the large crowds who weekly assemble at the Glasgow harbours as the ships move off a feeling prevails that the best blood of the land is making its way to the golden west.

The interest in Canada remains excellently well sustained, and I have not the slightest doubt that, with the encouragement of a good harvest this year, and a renewal of our efforts during the coming winter, the future will be equally gratifying, both with regard to the number and quality of the settlers leaving these shores.

During the winter months there is a constant stream of inquirers at this office, and if the agent is to devote a reasonable portion of his time to stimulating and advancing the work in other districts of the country he ought to be provided from November until April, at least, with the services of some one acquainted with the agricultural conditions in Canada, to meet and discuss the situation with inquirers, while he is absent visiting other districts of the country.

Your obedient servant,

J. BRUCE WALKER.

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## No. 8.

## REPORT OF D. TREAU DE CËLLI, AGENT IN BELGIUM.

ANTWERP, BELGIUM, July 10, 1904.

W. T. R. PRESTON, Esq.,  
Commissioner of Emigration,  
London.

SIR,—I have the honour to submit to you the annual report of my work for 1903-4. Returning from a visit to Canada early in July, 1903, I had the pleasure of sending off in the same month a certain number of families, who went to join friends or relations; this kept on through August and part of September.

The opening of a suitable and creditable office, as the agency of the Canadian government in Antwerp, attracted the attention of the public at large, and many have been the trade inquiries received, while information of all kinds was asked and cheerfully given.

Early in December a preparatory advertisement was started, and when, on the occasion of his visit to the continent, the deputy minister ordered a thorough advertisement and a propaganda by pamphlets profusely sent all over the country, a deluge of letters of inquiry came to this office. For the last six months of 1903 they numbered 1,100, they numbered over 6,000 for the first six months of 1904. This large correspondence, together with 870 letters on official, trade and commerce and other matters, necessitated in most cases an answer, which was always promptly given.

The great number of visitors at the office and the heavy correspondence have prevented me giving the same number of meetings as in previous years; notwithstanding this, where lectures became necessary I always made a point to give them; I reserved for these and also for the visits at a distance, to meet future emigrants, the Saturdays, Sundays and Mondays, attending the other days at the office unless important meetings should call me away.

One of the pleasing features of this year's work is the number of families who left with the necessary capital to settle on a farm, although I always advised them to hire out first in order to acquire experience.

As might be expected, the Belgian papers in which our advertisements appear, circulate beyond the boundaries of my district, and I am very frequently asked for information from localities in other countries than Belgium. I am satisfied that the attention which I have given to such correspondence has had good results.

As much as possible I carry on a correspondence with those who are gone to Canada, and as in every case their letters express their satisfaction with their new homes, this helps me to convince others of what they might expect.

Belgium will have a grand universal exhibition in 1905, on the occasion of the 75th anniversary of the independence of the country, and if the government of Canada or the Department of the Interior would see fit to take part at this exhibition, even only with the agricultural products of Canada, it would be a powerful means of propaganda.

I am pleased to state that the press commences to take a certain interest in Canadian immigration, and that it is freely and emphatically stated that Canada is the best place on the globe for the surplus of the Belgian population.

I annex to this report copies of Revues eulogizing Canada as the best and fittest colony for Belgians.

As soon as the official returns of the emigration to Canada have been made up by the Belgian government, I shall forward copy of said statement, which will prove better than anything else, the splendid result of this year's work.

Your obedient servant,

D. TREAU DE CËLLI.



## No. 9.

## REPORT OF PAUL WIALARD, AGENT IN FRANCE.

PARIS, July 1, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—The first annual report which I have the honour of submitting to the department, covers only a period of ten months, as my nomination to the district of France is dated September 1, 1903, and my work here virtually began with the visit to Europe, in February last of the deputy minister.

Before coming over I was directed by the department to go and visit in detail the different districts open to colonization in the North-west, as well as in the eastern provinces, so that I could furnish better information to intending emigrants. Two months were devoted to that study before I left Canada.

It was impressed upon me by the department that nothing should be done directly or indirectly which might infringe on the French emigration laws.

I am always obliged to show clearly under what conditions an emigrant of the right stamp will succeed in Canada. By so doing, we must necessarily attain the other and most desirable result, of deterring the unfitted from going out, and as people of this last category had been more numerous than those of the other, it was evident that, by following such a course, we were running the risk of a diminution as far as quantity is concerned. But in a matter of such import as emigration, the question of quality comes first, as one single colonist who succeeds, is worth for us a host of dissatisfied emigrants who would sooner or later find their way back to France, and abuse Canada ever after. Therefore, I went on to work, exerting my utmost care and judgment to deter all applicants not belonging to the agricultural class, which is assured of success in our country. To such people the Canadian government is ready to guarantee immediate employment upon landing at wages much higher, generally, than anything they can obtain anywhere in Europe, until they are in a position to avail themselves of the offer of 160 acres of free grant land.

At the time of the deputy minister's visit I travelled with him through different districts including Brittany, part of Normandy and some sections of central France. Everywhere we met with a favourable reception. At Nantes, a most cordial welcome was awaiting us. A banquet was tendered to the representative of the Canadian government at which the Mayor, the President of the Chamber of Commerce of the great western city, and many influential people were present. This visit through France could not but confirm the deputy minister in the opinion he had frequently expressed, that the French peasant was undoubtedly a most desirable element for our country, and therefore that the advantages offered by Canada should be brought prominently to the notice of these people, many of whom find it an almost impossible task to raise their families at home, and whose greatest hope is in emigration.

Under these conditions a series of lectures in the districts where the demand for information about Canada had been most active was considered a likely way to accomplish our object. This course has been followed in more than forty different places. In these lectures and in my personal interviews with people, as well as in my correspondence, I never lost sight of the restrictive orders received from the department. I therefore sincerely believe that our work in France, instead of creating alarm, has been instrumental in developing a totally different feeling inasmuch as our efforts



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had for sole object the promoting of a better knowledge of Canada. As for the results, the course which has been thus followed, was crowned with a success I did not anticipate or hope for. Moreover—and this is the important point—the French emigrants landed in Canada this season, were considered first class. This has been frequently remarked to me by the Dominion immigration agents. Of the numerous emigrants sent this season, many wrote me letters bearing evidence of their satisfaction at being now settled in our country. They met with the kindest reception from the government agents, and through them were able to find immediate employment; those who were desirous of establishing themselves received all necessary help and assistance.

We cannot give a correct estimate of those who left France for Canada until the official returns, taken from the entries at Canadian ports, are published. Many an emigrant, after inquiry at our office, will take his final decision without seeing us again, and purchase his tickets from local maritime agents. The official statistics will show the exact number of emigrants travelling third class, but will not include those travelling first-class, who are, of course, beyond our control, though many of them, properly speaking, are emigrants.

The details of the advertising campaign I should follow were left to my judgment with the understanding that I should exercise a wise and prudent economy. I thought it advisable, principally at first, not to give our offer of information an importance which might attract too much attention. Though my advertising bill did not reach a high figure, I think I have distributed it so that the results will show the definite form we should ultimately adopt. In many cases I have arranged with the newspapers in which I had inserted advertisements that clippings from our pamphlets and articles favourable to the Canadian cause be published gratuitously.

As Canada is better and better known abroad; as the success obtained by previous French emigrants can be offered as an evidence that the promises contained in our emigration literature are based on reliable facts, I can certify that our country will continue to enjoy the good will of the French press. Moreover, many an old prejudice, due to some previous and unhappy experiments in other countries, will disappear when it becomes known as an unquestionable fact that by emigrating to Canada, the French agriculturist, with little or no money, but with courage, energy, and, above all, perseverance, will find there a comfortable and prosperous life.

Our general correspondence thus far, including inquiries about Canada and letters applying for tickets has reached a total of more than 3,000 letters, requiring, of course, an identical number of answers. We have distributed a great quantity of emigration literature, with which the department has kept my office regularly supplied, authorizing, besides, the printing of a pamphlet especially adapted to French needs. This pamphlet has already helped me considerably in my work.

I am very much indebted to the London office for the kindness shown to me in every circumstance.

I need not say I will endeavour to remain worthy of the confidence reposed in me, directing all my efforts towards a continuance of the success I have met so far in the accomplishing of my mission in France.

Your obedient servant,

PAUL WIALARD.

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## OPERATIONS IN THE UNITED STATES

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### No. 1.

#### REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES IN THE UNITED STATES.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, July 2, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—In reviewing the Canadian immigration work done in the United States during the past year, I have to say that the anticipations were fully warranted by the results that have been achieved.

During the year I travelled over a great many districts in the following states : Minnesota, North and South Dakota, Wisconsin, Nebraska, Michigan, Kansas, Missouri, Illinois, Iowa, Indiana, Ohio, and some portions of Kentucky, Pennsylvania and Montana. I found wherever I went the deepest interest in western Canada. Almost every town and hamlet in all the districts I visited had become advised concerning conditions throughout the territory to which immigration to Canada is invited. The literature sent out by the department, bearing the impress of truthfulness, and never being over-coloured, has been fully endorsed by those who have made western Canada their home, and also by those who have paid but temporary visits.

During the year considerable attention has been paid to the matter of getting information regarding Canada into the schools of the United States, and wherever it was possible to place a geography of Canada or the school map of Canada it was done. In fact the geography issued by the department was so well received by educational institutions that applications for many copies have been made direct to the department by the superintendents of schools, as well as by teachers, who find them of great use in the schools. In this way, there is being given an enlightening education in affairs Canadian.

Our educational work was further carried on by the exhibits placed at the different state fairs, where we were able to secure space, and also at such county fairs as it was possible to exhibit at. This work has been carried on for some years, is highly successful, and should be adopted wherever our agents are working.

Many of the land companies operating throughout the United States, desirous of getting supplies of our literature, when it was found that the land company was a bona fide organization owning lands in Canada and that the literature would be used to good advantage, have been given reasonable quantities of it. In many cases the agents of the government advertised and held meetings, which were held in the territory in which they were operating. These meetings were largely attended, and beneficial results were nearly always derived from them.

The advertising done by the department was somewhat on the same lines as that which has been done for some years, viz., advertising in the principal farm papers throughout the states in which we are operating; the local or county paper having a home circulation; and also using the co-operative lists of newspapers circulating throughout the western states and a portion of the eastern states.



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This year advertising was carried on in more eastern papers than during any previous season. Amongst the eastern papers use was made of a large number of the religious class, which have a large circulation, and although the results of the advertising in this class of papers has not been as satisfactory as it was expected it would be, the general result, judging from the increased correspondence this year over last in many of the offices, confirms me in the opinion that the methods we have been adopting, and which were established some few years ago, of advertising in the manner above outlined, are the very best means we have of bringing to the notice of the people the resources of our country. This advertising generally commences about November 1 and runs until May. I do not think that advertising in the summer months brings about much results, but the advertising carried on during the winter months certainly is quite successful. The advertisement of one year may not induce a man to move, neither may that of the second year, but when he sees the same advertisement inserted in the same paper the third year he becomes impressed with the fact that the advertiser has an article that is useful, staple and has merit. He will then begin to inquire, and if satisfied will change his location and go to Canada.

In addition to the regular advertising, the attention of the clergymen of the United States was directed to the moral and other advantages possessed by Canada in a circular issued pretty generally to clergymen, and these were sent out in large numbers. The response to these circulars was quite satisfactory.

During the year 1902-3 a well-equipped organization manned by some of the wealthiest land corporations of the United States gave considerable opposition to our work, and such action as we thought best to meet special or particular cases was taken. While this opposition diverted the attention of people our agents had interested to some extent, it was but temporary. We relied upon the greater inducements offered by Canada to eventually offset this movement, and they are doing it. The organization I specially refer to was one having a publicity bureau in St. Louis. Its existence was only for a few months, however. In other ways also there has been more or less opposition to our work, which would have been more serious but for the friendliness of the newspapers, which we have been able to hold, many of them refusing to open their columns to the attacks that were being made in an organized way.

Some of the railroads interested in settling the southern and western states, previous to the establishment of the propaganda of the Canadian government, did very little advertising. As soon, however, as they saw that there was a large movement to the north and into Canada they started a vigorous campaign of advertising. One road, I am credibly informed, spent some \$300,000 in the newspapers of the north, central and middle western states for the purpose of diverting the Canadian movement. Not only did they do this, but they gave to those wishing to look over lands along their line an exceedingly low rate. Co-operating with these railroads in its efforts to keep people from moving to Canada there was established an association in St. Paul, under the name of the American Immigration Association, with head-quarters at St. Paul. This comprised representatives from the states of Minnesota, Iowa, Illinois, North and South Dakota. After three or four months' operations it ceased to exist. There was also organized another association—the Minnesota Immigration Association, which has not done any very active work as yet.

During the month of August of last year I took charge of a number of editors of the British papers, making a tour of western Canada. The papers represented were :

London, *Daily Graphic*.

London, *Express*.

London, *Morning Post*.

London, *Reynolds' Newspaper*.

Birmingham, *Midland Express*.

Aberdeen, *Free Press*.

Glasgow, *Evening News*.

Belfast, *Daily Telegraph*.



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Sheffield, *The Independent*.

Newcastle-on-Tyne, *Daily Chronicle*.

Bristol, *Daily Mercury*.

The gentlemen representing these papers were of the very best type of newspaper men; men who were anxious to secure all information possible and who had the ability to write clearly, concisely and convincingly. Their letters in the various newspapers represented by them occupied many columns, and were of such a character that the deputy minister was able to use them to excellent advantage when in the old country last winter. The cost of this was not very great and the benefits derived were such as will last for a long time.

I spent some time during this past winter in arranging a tour of the Indiana Press Association, and hoped to take it into Canada this month, but it has been decided, on account of the associations of many of the newspaper editors with either one or other of the political parties, that it would be unwise to attempt the excursion with the limited number who could just now take the time necessary to make the trip. I hope that more success will meet the efforts to the same end this coming winter.

The Louisiana Purchase Exposition at St. Louis was a medium that advantage was taken of to give information concerning Canada, and as soon as the exhibition was opened and the Agricultural Department had its exhibit in shape, I was prepared with men and literature to look after the interests of the immigration branch. What the results may be it is, of course, at the present time difficult to say. I feel, though, that this exhibit being in a splendid agricultural district and likely to be attended by agriculturists of every class, much good work will be accomplished.

Some changes in the staff of agents have been made during the past year. Mr. J. N. Grieve, formerly of Sault Ste. Marie, has been transferred to Spokane, Wash. This was done for the reason that applications received from the coast states were so numerous that it was thought better to place another man in that district to look after this important work. Mr. C. A. Laurier, of Marquette, was transferred to the Soo to replace Mr. Grieve. It was thought advisable during the past winter that the state of Wisconsin should be pretty thoroughly looked after from Milwaukee, and Mr. MacLachlan, agent at Wausau, was temporarily transferred to Watertown, South Dakota, to take the place of Mr. W. H. Rogers, who was sent temporarily to Indiana. Mr. J. C. Duncan, of the Indianapolis, Indiana office, was transferred to the office opened at the Louisiana Purchase Exposition, where he will doubtless remain until the close of the exhibition. Mr. G. A. Hall was appointed in North Dakota, with headquarters at Minot, for the purpose of looking after the western district of North Dakota. His appointment was for six months. I cannot at the present time state whether it would be advisable to continue it or not.

In addition to the work of the regular agents, a large number of sub-agents have been acting, they being paid so much per capita. The number engaged this year is considerably less than that of last year.

It becomes necessary for me to report that the conditions this spring were such as would have seriously impeded our work, had we not possessed the wonderful inducements offered by our splendid west. Without going into a lengthy detail I will enumerate some of the reasons:

(1.) The determination of bankers throughout Iowa and Illinois not to loan money to any who intended investing the same in lands in western Canada.

(2.) Short crop throughout several of the districts in which our agents have been operating, which meant that the farmer being unable to take to Canada as much as he desired had decided not to move until he could do so. Fortunately throughout some of these districts the prospects for a good crop this year are good, and we will reap largely in getting settlers.

(3.) Floods and washouts on the Soo line, between St. Paul and Portal; on the Canadian Pacific Railway between Portal and Moose Jaw and also between Regina and Saskatoon. These washouts so affected the railroads that they were unable to carry

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either passengers or freight for all the month of April and a portion of the month of May, thus making it exceedingly difficult to move people during these very important months.

(4.) The opening up of several Indian reservations by the United States government, and also the opening up of a large tract of land in Nebraska made vacant by the Kincaid Bill.

All these were factors in diverting the movement of people. However, despite all these very serious drawbacks the reports of the agents show splendid results during the fiscal year. The correspondence at the various offices indicates an exceedingly healthy growing feeling in favour of Canada, and during the next year I anticipate fully as large a movement of people as during any past season. Should the crop in western Canada of this year prove as favourable as it is hoped, I would suggest that as soon as the results are known the information be circulated as widely as can be done throughout the United States.

Our agents have been pushing the work in their several districts with the greatest vigour, and all are working with a loyalty and devotion which are certain to be followed by satisfactory results.

Your obedient servant,

W. J. WHITE.



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## No. 2.

## REPORT OF M. V. McINNES.

CANADIAN GOVERNMENT AGENCY,  
ROOM 6, AVENUE THEATRE,  
DETROIT, MICHIGAN, July 1, 1904.

W. D. SCOTT, Esquire,  
Superintendent of Immigration.

SIR,—I beg to submit my report for the year ending June 30, 1904.

The outcome for the year 1903-1904, so far as the Detroit office is concerned, has been to my mind eminently satisfactory in every respect, and I believe the same remark will apply to all other immigration agencies in the United States, and although there has been a general falling off from United States immigration, by a few thousand, during this year as compared with last, it is no reason for discouragement when we analyze the causes. The presidential year is one reason, the wet, late season is another, and the opening up of over three million acres of homestead land in the north-western states is a third and the most potent one. Nevertheless the fact remains that more American farmers and other citizens have acquired a knowledge of our famous heritage beyond the Ontario boundary, and more general interest in western Canada has been awakened throughout the United States during the past twelve months than ever before in the history of our work during any one year.

Even the casual observer can perceive that the feeling of the nations concerning Canada has changed remarkably and most favourably during the last year, and nothing has brought this about in a more marked degree than the wonderful immigration from the United States. And let it be remembered that this immigration is of a very superior type, and far surpasses, not only in activity and intelligence, but in the possession of means, any that comes to America from the old world outside of the British islands.

It is, moreover, very satisfactory to be in a position to state that the wheat fields of the United States no longer attract Canadian farmers, when they see the bright husbandmen of the United States migrating to our western territories in thousands.

A variety of literature of the highest order, admirably formulated, attractively prepared and displaying to advantage the printer's art, has been carefully distributed in hundreds of agricultural centres where it was well received, and in some places with much enthusiasm. This aided to a very large extent in bringing about an excellent result, and one which, all things considered, surely exceeded my expectations.

To give some idea of what has been done in Michigan and other territory controlled by me, my records show that certificates for low rate fares into western Canada have been issued to more than 2,900 intending settlers, an increase over the previous year of more than 400, while upwards of 1,700 prospectors, including mechanics and farm labourers, have found their way into our western domain, and into New Ontario and Quebec, through the influence and active direction of the Detroit office, some by way of Canadian Pacific Railway and other excursions and others over American lines of railroad, and who did not require to be furnished with certificates.

Those who went to the west by means of my certificates took with them stock, farming implements and other effects, including cash, to a value in excess of \$1,200,000, and these earnest settlers are now engaged in prospecting that husbandry which is



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surely calculated to improve their condition and place them in the coveted ranks of independent men.

Our spring excursions from Detroit and the 'Soo' to the west were well patronized by an excellent class of settlers, and gave evidence of the wisdom of their inauguration.

Prominent among those who went out to our western lands in search of homes were a large number of German-Americans. They are all sturdy and enterprising fellows, speak the English language well, and will make admirable settlers.

With the Hungarians located in lower Michigan we are making good progress. A colony of twenty-five families from the districts of Owosso and Gaines, Michigan, are preparing to leave for Assiniboia with all their belongings during next August. Their intention is to take homesteads together and found a settlement, but as most of them have a limited knowledge of English they are not averse to locating separately and mixing with other people. They are quiet and frugal, know well how to till the land, and are entitled to and will surely receive a kindly welcome in the west.

From the large district of Vassar, in Tuscola county, Michigan, a colony of fine farmers for Alberta has been formed, under the astute leadership of Mr. Henry Haight, a gentleman farmer of wide agricultural knowledge and matured judgment. He and his associates have already located thirty-two homesteads and commenced work. Very many more will soon be taken up by those who are to follow, and by next spring a new and bright settlement will be added to the farming communities of Alberta. This concourse of farmers are of the best stock of Michigan, some of them ex-Canadians, but all well-to-do, pushing and intelligent men.

And from Standish, Arenac county, Michigan, another company of clear-headed husbandmen have sent pioneers to Alberta. They, too, are under the leadership of a Mr. Haight—Robert R.—a farmer of large experience and distinguished executive ability. Fourteen homesteads have already been secured, another batch will soon be added, and the coming spring will also see this promising little colony on the road to permanent settlement. No better citizens for Canada can be had, and I am sure their example will stimulate many of the good farmers of Arenac county to join them in the culture of Alberta's generous soil.

It is a pleasure to note also that a number of French settlers from Saginaw county, Michigan, of much activity and agricultural knowledge, have made entry for homesteads in Saskatchewan, with every chance of permanent prosperity. Many more will shortly follow and, by continuous effort on our part, I am satisfied that hundreds of these industrious people will, in the near future, be possessors of happy western homes.

Our exhibitions at the state and county fairs were as successful in the year under review as they have been in the past.

The state fair of 1903 was held at Pontiac, Michigan, in September, as it was in the previous year. I was allotted the same space that I had then, and made a full display of samples of the grains, grasses and other products of our western lands. I was cordially welcomed and received the most courteous treatment from the president and all the members of the executive board. I beg thus prominently to return them my sincere thanks, with the assurance that their politeness is much appreciated by our Minister of the Interior.

The farmers of the state present at the fair were loud in their praises of our exhibits. Their admiration was unbounded. The fine show of wheat particularly attracted their attention, and a great number expressed their determination to visit the country that produced such wonderful grain, and they have fulfilled their promise.

I attended eleven county fairs, held at widely separated points throughout the state and put up an exhibit at each place. The same interest that the farmers manifested at the state fair was shown at the county gatherings, and my efforts were rewarded with unvarying success.

I beg leave to suggest that during next year similar exhibits of our western products be shown by me in the states of New York, Pennsylvania and Kentucky. For-

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mer exhibitions have always been productive of so much good that I feel certain the most favourable results will follow.

Allow me, in conclusion, to remark that the tide of Canadian immigration towards the setting sun still swells and flows along in gathering volume. We may safely predict that five years hence there will be found in the great Canadian west an army of farmers who have been marshalled thither by the government agents in the United States—strong, thriving, healthy and contented, developing the grand resources of the country, and alive to the value of the liberty and unrivalled institutions of our Dominion.

Your obedient servant,

M. V. McINNES.

## No. 3.

## REPORT OF C. A. LAURIER.

SAULT STE. MARIE, MICH., June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit my report for the year ending June 30, 1904. I am pleased to say that the year has been a fairly busy one. There have been 421 settlers' certificates issued from this office, divided as thus, viz. :

Upper Peninsula of Michigan.....	285
Lower " " .....	136

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 421

representing a total of 724 persons. These were all good and desirable immigrants, some of them being possessed of considerable means. They took eleven car-loads of stock and effects and nearly \$150,000 in cash. I have received on different occasions letters from several of them expressing their great satisfaction in having settled in that grand fertile country, and urging their friends to hasten to go and join them. Taking into consideration the short time immigration work has been carried on in the northern peninsula of Michigan, I feel gratified at the result attained this last year, as the statement above shows there were more certificates issued to people from the north than from the south of Michigan, and I am inclined to believe that this movement will continue in the future. During the fall of 1903, I attended the county fairs at Marquette, Houghton and Sault Ste. Marie, Mich. I placed exhibits in each one of them that attracted a great deal of attention and comment, the spectators stating that they had never seen a display of such magnificent grains and grasses. It is my intention to follow the same course this coming fall again, because I find it is about the best and most direct method of advertising.

I have received 1,218 letters of inquiry during the year. I made it a practice to attend to all correspondence promptly, to answer all questions that were asked in each letter, and to send literature at the same time. I am receiving several letters of inquiry every day and the indications are that immigration to western Canada will be larger from throughout my territory this coming year than it has been during the one just ended.

Your obedient servant,

C. A. LAURIER.



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## No. 4.

## REPORT OF E. T. HOLMES.

CANADIAN GOVERNMENT OFFICE,

SAINT PAUL, MINNESOTA, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit my report for the year 1903-4, just closed, which may be considered one of the most successful years we have had in this territory, which consists of Minnesota and part of Iowa.

It has been my custom to visit as many different points in my territory, and as often as possible; driving into the country and calling on those with whom we have had correspondence, and all others I learn of being interested in western Canada.

During the winter months I hold public meetings in different parts of the territory, which are almost invariably well attended; some come out of curiosity, but before they leave the meeting, become so interested that they decide to go and inspect the country the following summer. By holding these meetings I am enabled to talk to a much greater number of people at smaller expense than otherwise.

During the fall we place an exhibit of grains, grasses, vegetables, &c., at the state and a number of county fairs, which attracts marked attention and comment, there being no other display of its kind to equal it. As a matter of fact the Canadian exhibit is considered a special feature of attraction at some of the county fairs. A display of this nature is, I consider, one of the best means of convincing the American farmer that western Canada cannot be surpassed as a farming country.

The settlers we have been sending to Canada are by no means paupers, or ever likely to be, as the average farmer takes in with him a car load of farm stock and implements and from \$1,500 up in cash; one of them took with him over \$38,000 in cash, stock and implements. It is not an uncommon occurrence to send a settler with from \$5,000 to \$7,000 in cash.

One of the most prominent senators in this state has nineteen sons, brothers and nephews at present farming in western Canada, all having gone from this state, and he himself owns a section there and intends farming the same next year. We had one settler this year who is quite a novelty, being 76 years of age, and went to Canada to make a home for his mother, who is 104.

There have been several serious drawbacks to immigration in this district this year. During March and April it was almost impossible to get freight cars. There are several instances where farmers had moved their families and effects into town, expecting to ship in a few days, and were compelled to wait four or five weeks, which proved to be very expensive. At one place in the southern part of this state, several families, after having waited in town over 30 days for cars, moved back into the country and rented farms for another season, but will move next year if at all possible. The movement was also greatly deterred for a long time by floods on this side of the line.

A number of American immigration associations have been started this year, with headquarters at St. Paul; their main object being to stop the movement to western Canada, but with continued liberal advertising and energetic efforts of the agents, there can be no doubt of immigration to western Canada increasing.

Your obedient servant,

E. T. HOLMES.

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## No. 5.

## REPORT OF C. J. BROUGHTON.

430 QUINCY BUILDING,

CHICAGO, ILLINOIS, July 1, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—From July 1, 1903, to June 30, 1904, there have left through this office one thousand, one hundred and forty immigrants, with ninety-one cars of effects. These figures do not include any people sent by land companies. It is estimated that the latter people sent probably one hundred and fifty settlers from this state.

The majority of these settlers were pretty well to do. In many instances the head of a family had over \$5,000, in one case four families had \$225,000; in another one man had \$250,000.

Taking into consideration the conditions that existed this spring, more people could hardly have been looked for, as you are aware that for three weeks we had no train service via Portal, and while the people were all ready to leave and load their freight, we had to hold them back. Again there was a great scarcity of cars. It was a very hard matter to get the railroad companies to supply cars at the time when we absolutely needed them. Again the newspaper reports during January and February, about the storms in Canada, did considerable damage, and the opening of the three reservations by the United States government deterred a great many people from going who were originally going to western Canada; however, this is an increase over last year.

During the year this office received 5,654 letters. There were 11,662 pieces of mail sent out, and 4,996 people called at the office, there also has been a great deal of literature given out personally.

We again had an exhibit at Springfield, in the months of September and October, which Mr. C. W. Speers assisted at. As usual, our exhibit was the attraction of the Dome Building, and thousands of people saw it, and while it may not immediately be the means of inducing people to go to our country, it helps to make them think, and when they write in for further information and I personally call on them it is very much easier to induce them to leave this state for Canada.

The advertising done by Mr. W. J. White has been a great help to us.

The immigrants passing through Chicago on their way to Canada were all personally met, and in many cases taken to St. Paul and placed on their respective trains there. This is almost an absolute necessity, as in many instances, women and children would be alone, and, of course, after they were on the train from St. Paul there would be no further trouble.

A large number of settlers have also left this state for New Ontario, many of whom go via lake to the Soo, and it is impossible to keep check on them, but I should say that there were at least 200. This would make, taking the figures which we actually have of business through this office, and sub-agents, and estimated at a low figure for the land companies, a total of 1,490 people.

I anticipate during the coming fiscal year to have from 50 to 65 per cent more settlers, and if we have good crops, in all probability it will reach an increase of 100 per cent.

Your obedient servant,

C. J. BROUGHTON.



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## No. 6.

## REPORT OF BENJAMIN DAVIES.

GREAT FALLS, MONTANA, U.S.A., July 6, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I take pleasure in submitting my report for the year 1903-4.

Taking everything into consideration, I think you will find quite as many actual settlers have gone into western Canada from my territory as we anticipated.

I have had the usual opposition of the United States railroad companies and that of land companies and real estate men constantly throwing obstacles in the way. The excessive freight rates have in a measure retarded emigration, but we overcame this somewhat by advising all those who had time to drive overland to Lethbridge, Alberta. Quite a large number have taken this advice and continue doing so, thus making a saving of \$89.60 per car-load, or about \$9 per day for a ten days' drive with stock.

I find from the records in this office that 1,687 settlers have been sent from this agency, their total value in effects and cash being \$2,514,260.

There have been large numbers of cattle and horses driven overland, of which I could not obtain sufficient information to warrant a report, though I am convinced from 2,500 to 3,000 head would be a fair estimate; this does not include stock shipped to Canada by large cattlemen, as some of them have sent across the boundary that number each.

The number of letters received at this agency during the year was 3,270; number of letters sent, 11,973; number of visitors or interviewers, 1,786, all of whom received information and atlases of western Canada. Thousands of names and addresses were received on blank forms sent to inquirers for information. These were forwarded to you, and atlases and other publications presumably were sent to these addresses by the department.

Since May of this year 86 car loads of settlers' effects and 10 head of stock and one man in charge of each car left or passed through Grand Falls bound for the Canadian west.

I exhibited western Canada grains on the straw, and threshed, also wild and cultivated grasses, vegetables, cheese, tomatoes, honey, butter and other products at the Cascade County Fair, which was held here in September and October, 1903; also at the state fair at Helena and at Kalispell, Montana. The usual result of this advertising followed in a marked degree. Thousands of atlases and other publications describing our great country were distributed to visitors at these exhibits.

I have received numbers of most flattering letters from parties who were induced to visit Canada and inspect the country for themselves and others, and who homesteaded and purchased lands there. Some of these reports were forwarded to you. Numbers who have homesteaded and returned for their effects have called on me and given an account of the country and the manner they were received by the Dominion land officials in Canada; these reports have been most pleasing to me, for they have all been very flattering to the government officials of western Canada; not one case of complaint. This is as it should be, as it makes a wonderfully good impression on the intending settler. The courtesy of the Mounted Police has been spoken of in nearly every instance, especially by those who drove through.

About 90 per cent of my people have located in Alberta, attracted there by the warm and mild winters, where stock feed out all the year round.

The prospects of a good healthy emigration from these western and coast states are favourable, the indications point to an increased inflow this year. Hoping my expectations along these lines will be fulfilled,

Your obedient servant,

BENJAMIN DAVIES.



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## No. 7.

## REPORT OF JAMES N. GRIEVE.

SPOKANE, WASH., July 14, 1904.

W. D. SCOTT, Esq.,  
Superintendent of Immigration.

SIR,—I beg to submit my annual report for the year ending June 30, 1904.

Settlers sent in since last report:—

1903.	
July.....	70
August.....	—
September.....	69
October.....	120
November.....	78
December.....	40
1904.	
January.....	74
February.....	84
March.....	254
April.....	378
May.....	330
June.....	317
Sent by sub-agents.....	203
Total.....	2,017

Settlers' effects—

Car-loads.....	65
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not including 125,000 pounds in less than car-loads.

It is satisfactory to note that the movement towards the Canadian North-west has increased very materially.

Early in the month of August last I received notice of being transferred from Sault Ste. Marie, Mich. I at once made preparation for the change, and by the first of September, after taking a flying trip through the province of Manitoba and the North-west Territories, studying the conditions during the harvest season, in order to inaugurate a successful campaign in the new field to which I was assigned, I began my new duties, with headquarters at Spokane, Wash.

I rented very suitable office quarters in the basement of the Post Office building, and during the past ten months my office has been visited by from fifteen to twenty-five visitors almost every day, not less than five thousand people having called since my coming here.

In addition to this, I exhibited at the state fair, which was held in Spokane from October 5 to 12, inclusive. The fair was quite a success, although the weather during some three or four of the principal days was very much against it, being cold and wet. I had a very nice space in the main building, and, while my exhibit was small, having to be shipped to me in a hurry by express, yet it attracted a great deal of attention, and was considered the finest of the kind ever shown in the state. I was fortunate in having a gentleman assisting me, who, while being an American citizen—a resident

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of the state of Oregon,—had just returned from spending a summer in southern Alberta, and who was loud in his praise of the Canadian North-west, and had shown his faith in that country by taking up a homestead and buying several pieces of railroad land. At the fair I succeeded in circulating some 12,000 pamphlets, which would enter homes in almost all parts of the states of Washington, Oregon and the western part of Idaho. As stated in some of my former reports, I consider this one of the most effective, as well as the cheapest, ways of advertising, as the people are brought face to face with samples of what the great North-west produces. For the coming season I am already making arrangements to exhibit on a much more extensive scale, and with that object in view am corresponding with the officials of the Oregon State Fair at Salem, and Idaho at Boise, and if suitable space can be secured I shall exhibit at the three leading fairs of the west.

Another system of advertising that I have adopted since coming here has been followed by excellent results; that is, running small liners in the advertising columns, under the heading 'Farms for sale,' in a few of the leading weeklies, which circulate very widely among the agricultural classes. This has brought me in a great deal of correspondence. During the spring months I received upon an average about thirty letters of inquiry every day, ninety per cent of which were attributable to this system of advertising.

In the months of April, May and June I advertised a series of homeseekers' excursions, for one day of each week. Over 600 people responded to my invitation to visit the North-west in this way, and it is my intention to again advertise a series of fall excursions, commencing about the 15th of August, so as to enable homeseekers and investors to visit that country in the harvesting and threshing season.

I have, up to the present, established only one sub-agency in the west. About four weeks ago, I appointed George May, an ex-Canadian, formerly from Prince Edward Island, as sub-agent with headquarters at Seattle, and he, during the first three weeks, issued settlers' certificates to representatives of fifteen families. He also reports many inquiries. Sub-agents at Los Angeles, Cal., and Tacoma, Wash., both report doing good business, and future prospects very bright. I intend shortly to establish a sub-agency at Portland, Ore., which, with those mentioned, I think will be able to fully cope with the work west of the mountains. I may add, in this respect, that I am receiving many inquiries from California, and it may be necessary in the near future to pay some attention to organizing that part of the west.

In my opinion, this is one of the finest fields in the United States for the promotion of immigration work. The trend for many years has been westward until all the available agricultural lands, either government or railroad, have been taken up, and still the people are coming and, in many cases, bringing their all with them. The different railway companies every season offer special inducements, in the way of homeseekers' excursions, and in this way the population of the west is temporarily increased by many thousands. After weeks of fruitless search in the arid districts of this and the adjoining states of Oregon and Idaho, it is an easy matter to induce many of them to pay a visit of inspection to western Canada.

The only serious obstacle in the way of prosecuting the work in this western country is the exorbitant freight rates. It would seem as if the different railway companies had organized and framed a freight tariff which is almost prohibitory. For instance: A mixed car of settlers' goods, shipped from Pasco, Wash., to Nelson, B.C., a distance of 354 miles, costs \$168, or about 50 cents per mile. In order to overcome this difficulty, I, in every case where at all possible, advise driving to the boundary line, and shipping all the way by Canadian Pacific Railway. This season so far, at least twenty car-loads of stock and effects have gone through in this way. I have good reason to believe that by the spring of 1905 I will be able to get better freight rates, as the freight agents of some of the railway companies have expressed a desire to prepare a more reasonable schedule, that will secure for their respective roads the business, and thus put an end to the prairie schooner.

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In conclusion, I have every reason to believe that the fiscal year now being entered upon will see a much larger immigration from the west than the year just closed.

All of which is respectfully submitted.

Your obedient servant,

JAMES N. GRIEVE.



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## No. 8.

## REPORT OF H. M. WILLIAMS.

No. 20 LAW BUILDING,

TOLEDO, OHIO, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg leave to submit my report for the fiscal year ending this date.

In the outset, I may remark that it has been said by those having immigration experience, that the people of Ohio would be difficult to interest, as they were so far distant from Manitoba and the Territories, and believed the winter months to be much more severe than in their own state, besides, generally speaking, they had not been in the habit of moving from the land of their birth, as many people in the western states had.

Therefore, a great amount of hard canvassing has been necessary to produce any movement to signify, but, nevertheless, I have succeeded in sending during this last fiscal year four hundred and fifty, as compared with one hundred and seventy-two the preceding year, and seventeen for the year before, which was my first in the service, besides having sent about twenty-five cars of settlers' effects. My correspondence has greatly increased, as has the interest in general, and indications are that the number of emigrants will be greatly increased during this next fiscal year. I also consider the class of settlers to be of a superior quality, many of whom are selling their land here at from \$75 to \$100 per acre and going to western Canada with plenty of means as well as agricultural experience. And as near as I can learn, they are all first-class law-abiding citizens here, and I believe they will make the same in Canada.

Then I attended some seventeen fairs last fall, and displayed the products of our country, beginning with the state fair at Columbus, where from ten to fifty thousand people were on the grounds each day for a week, a large number of whom witnessed our exhibit, which was in a prominent place in the agricultural building, and was much appreciated. Thousands of Canadian atlases and other pamphlets were handed out. I could not wish to be better treated by any president and board of directors than I have been at our exhibits here in Ohio. Only in one instance has a fee been charged for space. This general liberality and uniform courtesy demonstrate to me the kindly feeling existing in the people of Ohio towards my native land, Canada, on the part of the most respectable and influential class of citizens.

In conclusion, will say that Ohio has a very large population of good, thrifty people, but many want cheaper lands for farms for their sons. With high lands and high taxes here, as compared with free and cheap lands and light taxation in western Canada, added to the superior quality of our lands, and our record for growing wheat and other grains, hay grass, vegetables and small fruits, and our good laws and general good citizenship, we ought in time to accomplish much for Canada in the state of Ohio.

Your obedient servant,

H. M. WILLIAMS.

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## No. 9.

## REPORT OF W. V. BENNETT.

801-2-3 NEW YORK LIFE BUILDING,  
OMAHA, NEBRASKA, June 30, 1904.

W. D. SCOTT, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—In making my report for the fiscal year ending June 30, 1904, you will find that we had from this territory as bona fide settlers to Canada, 2,369 people, 226 cars of settlers' effects, and the value of effects and cash taken with these amounted to \$2,968,580.

The first six months of this year were very dull on account of the backward spring both here and in Canada. Owing to the high waters in April and May we could not move the people for a period of fifteen to twenty days on account of there being no trains over the northern lines.

The prospect for the balance of the year 1904 is very bright, and we expect to move as many as in the whole of the year just ending.

Your obedient servant,  
W. V. BENNETT.

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## No. 10.

## REPORT OF CHARLES PILLING.

GRAND FORKS, NORTH DAKOTA, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR—I have the honour to report that the movement of settlers from this state into western Canada for the year ending June 30, 1904, shows a gratifying increase over the preceding year, the number of persons to whom certificates were issued being 660 in excess of those granted in 1903. It is also worthy of note that the numebr of cars of settlers' effects shipped from this state of which I have record is 735. This, of course, does not comprise the whole of such shipments, as many of the settlers traveling in their cars do not find it necessary to apply for certificates to present to the customs officer at the boundary line.

During the year I attended all the fairs held at the various points through the state, the opening of the Red Lake Indian Reservation at Crookston in November, 1903, and Thief River Falls in June of the present year, and had an exhibit at the Grand Forks exposition which attracted the usual attention. I have also mailed circulars to every farmer in eleven counties in the district of which I have charge, and intend to gradually cover the whole territory, as I find that this mode of communicating directly with the farmers is productive of very good results.

Your obedient servant,

CHARLES PILLING.

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## No. 11.

## REPORT OF J. C. DUNCAN.

LOUISIANA PURCHASE EXPOSITION,

St. Louis, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my report for the fiscal year just ended.

While the number of actual settlers who have gone from my territory is not as large as I would wish, yet they show a substantial increase over the previous year, and the prospects for the coming year are very bright.

I had the valuable assistance of Mr. Rogers, who came to Indianapolis in February, and he has covered nearly the entire state since that time. His report was very satisfactory.

Acting under instructions from Mr. White, Inspector of United States Agencies, I came to the World's Fair at St. Louis, to assist in the work of immigration here, where our exhibits are attracting a great deal of attention and are pronounced to be the best, in their respective classes, and I am confident will result in a largely increased immigration from Missouri and neighbouring states.

Your obedient servant,

J. C. DUNCAN.

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## No. 12.

## REPORT OF W. H. ROGERS.

INDIANAPOLIS, IND., July 4, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1904.

During the first seven months of this fiscal year I continued my work in South Dakota, along much the same lines as have been outlined in my previous reports. And notwithstanding the fact that every influence was exerted and every effort put forth to check the tide of emigration, or turn it in other directions, yet the results were quite encouraging and satisfactory. Were it not for the unavoidable delay in harvesting and threshing operations, caused by protracted rains, the number of actual settlers would have shown a marked increase over the same period of the previous year. However, though many were thus prevented from moving last fall to their new homes, they did so at the earliest possible date this spring.

At the request of the department I came to Indiana in February of this year. It is a large state, with a population of over 2,500,000—more than six times the population of South Dakota. I found certain conditions which at the outset seemed to preclude anything like an extensive movement towards western Canada in the near future, but during the last few months I have visited many portions of the state, and have talked with and to quite a number of people. The longer I remain here, the more I come in contact with the people, the more fully am I convinced that if the work is properly followed up this state will before long do her share towards swelling the tide of emigration in the direction of western Canada.

Your obedient servant,

W. H. ROGERS.

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## No. 13.

## REPORT OF T. O. CURRIE.

MILWAUKEE, Wis., August 22, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit my report for the year ending June 30, 1904.

Notwithstanding all adverse influences, we have been able to send, directly from this office, 541 persons and 61 carloads of freight, and these people have all gone well equipped financially, with the exception of two, and they are quite able to take care of themselves, one family connection alone bringing over \$100,000. In addition to these, my local agents outside of this city have sent 131, besides 32 reported to me as going through the St. Paul office in one month. You will note that I make no reference to the work done by Mr. MacLachlan.

With regard to the fairs which we attended last fall, the work done there has already been reported to you. During the winter and spring we found there was not a section where we exhibited but our exhibit had a telling effect, and was a great aid in securing settlers. Prospects for the coming year look equally as bright as any in the past, and with unremitting energy and faithful work we hope for even more successful results than in the past.

In passing, the fact should not be overlooked that one of the serious impediments to the work the past year was the floods in the North-west, just at the time when the movement of settlers should have been the most heavy and gratifying, resulting in the impossibility of their getting through without most expensive delays, very likely to result in total lack of ability to secure any crops this year, because of lateness of arrival. This one drawback cost us the loss of over 100 settlers, who had made all arrangements to go, but were compelled to delay, and nearly all of them rented farms in this state for this year. Very many of them will undoubtedly go the coming year, but some may be lost to us.

Hoping for satisfactory and gratifying results from earnest efforts in the future,

I am, sir,

Your obedient servant,

T. O. CURRIE.



## No. 14.

## REPORT OF J. M. MacLACHLAN.

WATERTOWN, SOUTH DAKOTA, August 31, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1904.

During last fall I attended six of the county fairs held in the state of Wisconsin. These fairs were largely attended, and afforded an opportunity to many thousands of people to see the products of the Canadian North-west. At each of these fairs I distributed a large quantity of literature, from which, no doubt, fruitful results followed.

After returning to my headquarters, at Wausau, Wisconsin, early in October, I continued my work there until January, 1904, when, acting under instructions received from the department, I came to Watertown, S.D., to succeed Mr. W. H. Rogers.

Owing to the very late season in this state last spring, a large number were prevented from removing to take possession of their homesteads within the time required, and in many cases extensions were applied for, and, when good reasons were shown, the department granted them. These favours were appreciated by the intending settlers, and, in my opinion, were the means of giving us a good class of people who otherwise would probably have remained here.

While the emigration from this state has not been as great this season as last, it has not fallen off to any great extent, and this fall I anticipate that a large number of land seekers will visit western Canada. The opening of the Rosebud reservation in this state during the month of July was, in a large measure, one of the chief causes why the number going to the Canadian North-west was not as large this year. Fully 115,000 registered at this opening, when but 2,640 could get claims, that being the number available. It proved, however, a great advertisement for the state of South Dakota, as it was the means of attracting people from all states in the union.

Judging from my present correspondence, and the favourable reports from the North-west Territories regarding this year's crops, I am quite confident that there will be an increase from this on in the number of people emigrating this fall and next spring. I have completed arrangements to make an exhibit at the Interstate fair at Sioux City, Iowa, opening September 5, also at the state fair at Yankton, S.D., and several county fairs.

Your obedient servant,

J. M. MacLACHLAN,

*Canadian Government Agent.*

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## No. 15.

## REPORT OF J. S. CRAWFORD.

KANSAS CITY, MO., June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit report on immigration work for our country in the states of Kansas and Missouri and tributary territory to Kansas City by railway, for the year ending June 30, 1904.

During this year I have held meetings at many of the larger places in my territory and thus been able to distribute literature extensively among interested people; applications for literature by letter continue to show a largely increased interest in our country.

I have sent over 1,600 settlers, and about 125 car-loads of settlers' effects to our western provinces during the year; also the usual number of delegations. To this can be added a large number who go unreported, many of them by team, and more would have gone but for the attraction of the World's Fair at St. Louis, which is being held in my territory this year.

The interest taken in the World's Fair has made it unnecessary to hold state fairs close; however, I look for a large movement for next spring as the result of the exhibition of our products, and also an immense quantity of literature will be distributed.

The presidential election which occurs this year has had its effect on my work, and when to this fact the promise of a large amount of homestead lands to be opened for entry in the United States and increased activity on the part of American railroads interested in showing southern lands, are taken into account, the results accomplished by us may be considered fair. These railways have agents at all cities and towns on their lines, who hold annual passes; also at northern and eastern centres, from which they draw their immigration; any person taking two prospective buyers over their lines to examine country can get free transportation.

As in the past, I credit judicious advertising for a large part of the success in moving the people to our country from here, and am of the opinion that good results would follow increased expenditure in this line; I also think that in all the southern states the best results come from work done in the fall, as most of the rentals are made prior to and during the holidays for the next year; this is necessary on account of early opening of spring here.

The system lately adopted by the department of furnishing agents with information about condition of homesteads has proved valuable, and I think can be amended so as to show their desirability either for agricultural purposes or ranching; short reports of inspectors and government land agents should be added.

In conclusion, I beg to say that the outlook for next year's emigration from the south to our country is that it is likely to be much larger than last year; much depends, however, on reports of crops sent back to their homes by those already there for this year.

Your obedient servant,

JOHN S. CRAWFORD,



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## No. 16.

## REPORT OF C. O. SWANSON.

ST. PAUL, August 13, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour of submitting to you my report on immigration for the year ending June 30, 1904. Taking it as a whole, it has been a prosperous year, although the floods in the spring were a great setback to the work, as a great many had planned to come into the country to look it over who could not then, but I am in hopes to get a good many of these after the harvest.

Real estate is not as saleable now in the western states as it was formerly, and that keeps a good many from coming who would do so if it were otherwise; and, as you know, the United States government have opened up reserves, and have held out strong inducements to their people to keep them there; but in spite of all that the work done by the immigration department has taken a deep root among the Scandinavian people, and they will come all right.

You would think, after all the advertising and agents employed by the Department of the Interior, that everybody should know all about Canada, but I often meet people while travelling who know nothing about it; for instance, while going from the Soo to St. Paul I met three Scandinavians from Pennsylvania going to North Dakota to look for land; they knew nothing about western Canada, but after talking with them, they decided to try Canada, and they are well satisfied and will bring a good many into the country.

I repeat what I have said in former reports, that the contented settlers make the best agents when we can get good letters from them as to how they like the country, and sometimes they are too good to appear in print, as they often forget to say anything about the drawbacks.

I started the excursions this year in March, had two in April, and one every month since, and have advertised them up to November. Through these excursions I have brought a lot of people into the country.

Our correspondence is much larger this year than any previous year, and I expect a large and steady immigration of Scandinavians from the United States to Canada. We also expect great results from the building of the new railroads through the country.

Immigration from Sweden and Norway has increased largely during the past year; we have brought out 196 servant girls, who have been placed in different parts of the country; they are in great demand; we have more inquiries for them than we can supply; the most of these girls also do good immigration work in sending for their friends.

The settlers seem prosperous and contented and the crops look fairly well.

Your obedient servant,

C. O. SWANSON.



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## No. 17.

## REPORT OF REV. M. BLAIS.

DOMINION IMMIGRATION OFFICE,

49 RUE CATHEDRALE, MONTREAL, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to inform you that since my report last year a considerable part of my time has been employed in corresponding with people from Europe, from the United States and from Canada. I have successfully organized several excursions to Manitoba and to the North-west. At the office I have answered hundreds of persons asking for information. I have helped a large number of colonists leaving for the Canadian west. I visited several centres of the province of Quebec and the United States, where I delivered lectures, and I am happy to state that practical result is satisfactory.

Your obedient servant,

M. BLAIS, *O.M.I.*

## No. 18.

## REPORT OF A. RIBOUT.

MATTAWA, July 26, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg leave to submit to you the following report of my work for the year ending June 30, 1904 :—

From July to October I devoted my time to visiting our colonization districts, and accompanying many delegations and new settlers coming from the eastern states through our new settlements, principally in new Ontario and in northern Temiscamingue, and at the same time visiting the new settlers established during the preceding fall and spring. During the winter months, from October until May, I delivered twenty-one lectures in the eastern states, eleven in the province of Quebec, and two in eastern Ontario. In every case the audience was large and very attentive. In the eastern states the French Canadian people are very anxious to know particulars about the progress of agriculture and industries in general in Canada, and when my lectures were over, I had to answer many special questions about the new settlements. During my lectures I have particularly called the attention of my audience to the advantages offered to settlers with a small capital in New Ontario, principally in the districts of Nipissing, Algoma, Thunder Bay and northern Temiscamingue and in the county of Pontiac in the province of Quebec.

During this spring we had a large number of new settlers in these new settlements, and they appear well pleased with their new establishments.

During this year I delivered certificates for reduced transportation as follows :—

To thirty-seven families coming from the United States.

To five families coming from France.

To thirteen families coming from east Ontario.

To twenty-six families coming from province of Quebec.

To three families coming from Belgium.

Making a total number of 460 adults; and I know that a greater number came through our country with certificates delivered at Montreal; but I claim that all those people came to this country through the propaganda made by me.

These settlers are distributed as follows :—

Forty-three families are settled in Temiscamingue, P.Q.

Three families are settled in Ontario.

Thirty-one families are settled in the district of Nipissing.

Six families are settled in Manitoba and the North-west.

I know also that a certain number of families went into the Thunder Bay district through my propaganda; but those coming from Massachusetts made their arrangements for transportation with the Canadian Pacific Railway agent at Boston through my recommendation, and those coming from Michigan went there with direct arrangements.

I have attended to a very large correspondence this year. I have received 893 letters, I have answered 833, and I have sent 870 parcels of pamphlets and maps, which amount to 3,480 pamphlets and 367 maps.

The capital in money and stock taken in by those I have reports from amounts to from \$200 to \$700; some have \$1,000 and others \$1,200 to \$1,500.

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I must also say that a very large number of French Canadian people in the United States, who are very poor, would have liked to come back to Canada as settlers, but I did not encourage them, considering that they are not a desirable class of settlers, though they are good workers; but according to my experience they very rarely succeed in farming, and then they make false reports on the country which give us more trouble than help for the ensuing year.

The prospects are very good for 1904-1905 in New Ontario and Temiscamingue settlement, I having attended to an excursion in the Temiscamingue three weeks ago, in which about 200 people took part. Many of them bought and made choice of government lots, to take possession next fall and spring.

The crops of every kind this year are very beautiful, and if weather permits our settlers will have a very exceptional harvest.

As for New Ontario, everything is in very great abundance this year.

The Ontario government is constructing a new road from Warenes to the French River Valley that will give access to that beautiful country, which is already occupied by over 160 families, succeeding very well. With that new road, there is no doubt that we will double that population at least in two years.

Your obedient servant,

A. RIBOUT,

*Dominion Immigration and Colonization Agent.*



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## No. 19.

## REPORT OF DAMASE GAUTHIER.

VILLE MARIE, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—Having especially in view the favouring of colonization to the new regions of Lake Temiscamingue and Lake St. John, in the province of Quebec, I visited these two regions during the months of July and August, 1903.

In the month of September I went to the eastern United States, where there is a large population comprising French Canadians, whom I am interesting to come and live in Canada.

I worked at my mission in the state of Massachusetts at Lowell, Salem, Lawrence, Fall River, Haverhill and New Bedford; in the state of Rhode Island at Providence, Woonsocket, Central Falls and Olneyville; in the state of Vermont at Newport, St. Johnsbury, St. Albans, Burlington and Winooski; in the state of Maine at Portland, Westbrook, Brunswick and Biddeford; in the state of New Hampshire at Nashua.

I also did colonization work in the province of Quebec, particularly at St. Lin and at the Laurentides, but without neglecting the eastern states, to which I was assigned. My work was as follows:—

1. House to house visiting. This mode is difficult to practise, seeing that the class which I ought to visit are for the most part workmen employed in the factories, who are at their dwellings only in the evenings and on Sundays. In this case I have visited only where I was asked to do so, either verbally or by letter.

2. Articles in the papers. I wrote a dozen articles on 'Canada' over my own signature. I published them in some papers in the United States, particularly in the *Daily News* of Burlington, the *St. Johnsbury Republican* and the *Newport Standard*. Besides that, I gave news and information about Canada and colonization in Canada to newspaper reporters in the towns through which I passed.

3. Correspondence. My letters are not numerous; not being able to correspond in a way satisfactory to those who write to me, on account of the journeys I make every month, I cannot think of increasing my correspondence. Needless to say, the letters I receive never remain unanswered, even if there is an inevitable delay in answering them.

4. Distribution of literature. Formerly I sent the department lists of names with addresses, in order that pamphlets and maps relating to these new regions of Canada should be sent, which were a great satisfaction to those who received them. Since the month of April I have distributed them myself.

5. Lectures. Lectures and the organization of assemblies, that was my principal work. I am a lecturer. I believe that it is the most efficacious means of making the country known, and of promoting repatriation. I have delivered about twenty-five lectures before audiences which were generally numerous.

I have the good fortune to be able to affirm that in the eastern United States the opinion about Canada and colonization in Canada is very favourable. There is no longer discussion about the matter; it is universally recognized that Canada is the country of the future, offering exceptional facilities for the settlement of a large family, and for assured investments for those who have capital.

The French Canadians settled in the United States, in general, desire to return to their native country; they intend to do so, and before long we shall see them come back one after the other. We have let seed fall, which has fallen on good soil. There is good reason to expect a good harvest.

Your obedient servant,

DAMASE GAUTHIER,

*Immigration Agent.*

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## No. 20.

## REPORT OF REV. H. L. VACHON.

SAGINAW, MICHIGAN, July 14, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit to you my report for the year ending June 30, 1904.

During the year I have worked in the following states: Minnesota, North Dakota, Michigan and Wisconsin. It is especially in the French settlements of these states that my labours have been spent. I have given eighteen lectures, distributed several hundred pamphlets, and written as many letters to people asking for information about Saskatchewan. The work has not been without result. It is noticed that the number of French settlers from the above mentioned states has been increasing this year.

I could not at present give exactly the number of people whom I have determined to settle in Canada, as in most cases the people applied to the local agent for certificates for settlers' rates; but I may say that I have contributed by my lectures and letters to send the greatest part of French settlers who came from Michigan, Minnesota and North Dakota.

I must not omit the fact that I have organized four delegations, and that I have accompanied the delegates to Saskatchewan. These delegations have been of great assistance in advertising western Canada. The delegation from Argyle, Minn., which I took to Battleford will be the means of bringing into our country a good number of excellent settlers formerly from Canada. One of the delegates, Mr O. Forest, is established in the west, looking after the interests of the colony, where already some eighty homesteads have been taken up.

Your obedient servant,

H. L. VACHON, *O.M.I.*



## No. 21.

## REPORT OF R. A. BURRISS.

PORT ARTHUR, ONT., July 11, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to report as follows with respect to the immigration work done in western or New Ontario for the year ending June 30, 1904. In order to be as concise as possible, I will arrange it under the following heads, viz. : 1. Plan of work. 2. Results. 3. Prospects for 1905.

1. The plan of work which I find most successful is first to get the people interested in the advantages offered in our districts by placing before them reliable information regarding the mining of gold, silver, copper and iron, our lumbering and fishing industries, besides a land rich in agricultural possibilities. These advantages are exceptional; 160 acres free, covered with timber, all of which is valuable for building, for market and free fuel, exception from direct taxation and abundance of good, pure water, and a healthful climate. Various means are resorted to in order to place these advantages before the people. No advertising is done after the ordinary real estate method. Articles designed to awaken an interest are written for religious and secular papers throughout the United States, which are published to a large extent, free of charge. I pay for some of these reading 'ads' from 5 cents to 10 cents per inch. Advertisements are inserted in the papers calling for the names of ten or more tenant farmers. The senders of these names receive a nice maple leaf broach, or a Canadian souvenir of some kind for services rendered. The tenant farmer whose name has been secured is supplied with 8 ounces of valuable literature, most of which has been prepared in our office, consisting largely of letters from the settlers themselves. This method of attracting the attention of a desirable class of settlers has been very productive of good. Another system of reaching the people has been accomplished, by having photographs taken of the homes of settlers who have made a success. These photographs and descriptions are sent to the leading papers in the United States, Scotland and elsewhere, published free. Another valuable means of disseminating information is by securing representative men to visit our various settlements, and to enjoy the hospitality extended to them, and to hear from the settlers' own lips the story of their success. We have numerous stations all over the United States. Men who are interested in helping poor men get homes in a free country; men who have turned their homes into veritable depositories for information, and many of them deliver lectures, and otherwise help in the work. Some of them are supplied with stereoscopic views. All of this work is done by these men free of charge. Possessing a thorough knowledge of the wants of the people, and having entered this work with the prime motive of improving the condition of the renting farmer and others who are being oppressed, and being located in the very heart of New Ontario, my opportunity for promoting the work is excellent in every particular. My plan of work in the field is thoroughly systematized. First—attract the attention of the would-be settler. He expresses his desire to come and investigate, or more frequently he wishes to come with his entire family and possessions. He is then supplied with an order for a certificate. When this is returned to us properly filled out, then we send a certificate, for which on presentation to the Canadian Pacific Railway agent at Detroit or Windsor, for example, he will be given a settler's rate to Port Arthur or as far west as Dryden for \$13. These low rates



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for transportation for settlers are very much appreciated. When the settlers arrive they will be given rooms in the Immigration building for a week or ten days, which affords them a most excellent temporary home. The prospective settler is at once furnished with a land guide order, and cheap rates over the various railroads, with proper instructions where to locate. Usually within three to five days he is located, and has made some definite arrangement for the settlement of his family. Port Arthur is admirably situated for an immigration station. During the summer months settlers may come from all parts of the east and Europe either by rail or water, my certificates for low transportation being accepted by the Canadian Pacific Railway Company at any point along the international boundary. From this point settlers may be sent to any colony throughout the district at the usual settlers' rate. Another means of advertising was the New Ontario exhibit which was gathered from our districts and taken to the Toronto Industrial last year. We were given ample space, and our grains and grasses, with one hundred or more enlarged photographs, were placed on exhibition. Thousands of articles of literature were distributed to the people, which proved a most excellent means of advertising New Ontario as a mixed farming district. We have also organized the New Ontario Exposition. The first fair was held last year on the 29th and 30th of September and 1st and 2nd of October. The Ontario government gave substantial aid to this enterprise, and the railroads contributed largely to make it a success. Exhibits were carried free. In one instance a car of stock came three hundred miles. All who visited this fair were impressed with the progress that our new settlers were making.

2. *Results.*—This year has witnessed an unprecedented influx of settlers into the Rainy river valley, and these were not merely settlers of limited means, but men with capital who came to invest their money in improved lands. During the past eighteen months the town of Rainy River has sprung into existence, with a population of 2,000. They have municipal organization. They are installing electric plant, constructing sewers and waterworks, and have commenced the erection of a \$25,000 schoolhouse. They have two large saw-mills, one with a capacity of 400,000 feet per day. Fort Frances is destined to become a manufacturing town, and American capitalists are developing the International Falls. All of our other towns in Rainy River have witnessed an unusual growth this year. Outside of bona fide settlers who have located there, over 70,000 acres were taken by the veterans. At the present time our available free grant lands are exhausted, and we are calling for new surveys, which will be granted by the provincial government. One of the greatest difficulties to overcome in this wooded country is the lack of road accommodation. It is utterly impossible to secure sufficient aid to establish colonization roads fast enough to accommodate the incoming settlers. In many instances in Rainy river and other valleys, settlers have suffered great inconvenience and loss of time for the want of adequate roads. These wants are being remedied as fast as possible, but it is impossible to keep the road work in advance of the settler. The completion of the Canadian Northern Railway from Port Arthur to Winnipeg has facilitated the settlement of this great valley. The Whitefish river valley, on the Duluth branch of the Canadian Northern Railway, southwest of Port Arthur, thirty miles, has witnessed during the year a substantial growth. Five years ago we explored this valley, and concluded to place settlers in it. The settlement is now fifteen miles long and seven miles wide, more than 300 families and a population of 1,500. Three schoolhouses have been erected and maintained, and three other districts are being laid off. One new church has been erected and there are four or five other places where church services are held. Three saw-mills have been put up, and last year the settlers sold 300,000 ties and 800 car-loads of wood, which netted them about \$110,000. Good trunk line colonization roads have been constructed. The Finland colony, located in Lybster township in the Whitefish river valley, have proved themselves most valuable settlers, and are constantly being added to. The 'All-British Contented' colony in Strange township are forging ahead, and becoming accustomed to the conditions of the new country, and are happy and well satisfied. The Slate

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river valley, southwest of Fort William, known as New Illinois, in new Ontario, are succeeding beyond their most sanguine expectations. They are building a new brick schoolhouse, which will cost \$2,000, and their assessment equals, if it does not exceed, any rural district in the province of Ontario, the assessment being \$50,000. All of this speaks well for the colony. The colony established in Dorion township, on the Canadian Pacific Railway, east of Port Arthur, is assuming substantial proportions. This is largely a mixed community, made up mostly of French Canadians from the United States and English people. Two post offices, school and saw-mill have been established. Good colonization roads are being made. The Ontario experimental farm station is located at Dryden on the Canadian Pacific Railway. This settlement has made satisfactory progress during the year, a large number of German settlers coming from North Dakota. The Ontario government made a charge of 50c. an acre on the land in this portion of the Rainy river district, which has militated against the rapid settlement of the country. The townships of Gorham and McIntyre, north of Port Arthur, on the proposed line of the St. Joe Railway, are being settled mostly by French Canadians from Wisconsin and Minnesota and by Italians. New colonization roads are being built. It is proposed to construct ten miles of the St. Joe by fall. In the township of Oliver, all the partially improved lands have been taken up, and the settlers are all well-to-do. Two years ago a farmer came from South Dakota and purchased a slightly improved farm, paying \$500. Last winter he cleared a large area and hauled wood to market, clearing \$1,025. All the towns in Thunder bay and Rainy river districts are being rapidly populated by a splendid class of people. One gentleman from Ohio, after having purchased a \$12,000 farm in Manitoba, came to Port Arthur, and was so impressed with the country that he purchased 400 acres of land, and will reside in Fort William. The Pigeon River Lumber Company, from the state of Michigan, who have erected a large milling industry here, employ a great many hands. They run day and night, and their output is one-quarter million feet per day. More than 1,500 people have arrived from the United States and Europe, some bringing car-loads, and others from 200 to 10,000 pounds of effects. Some fifty car-loads of effects have been handled from old Ontario and other eastern provinces. Few go away, and our settlers from eastern Ontario are lavish in statements of satisfaction. During the year a vast amount of advertising matter has been judiciously distributed. More than 90,000 different articles of advertising matter have been mailed to the United States and Europe and placed in the hands of inquirers for information. About 4,800 letters answered; about 500 certificates issued.

3. Prospects for 1905 are good. The knowledge of the advantages available here is becoming widespread. Copies of our literature are being published in many of the leading papers in Europe and India. The best evidence of our settlers' success is that they are prevailing upon relatives and friends to come to New Ontario. The prejudice that once existed against this part of the country as a fit place for mixed farming has been exploded, and now our settlements are looked upon as a substantial product of our body politic. The policy of the people everywhere is 'build up New Ontario.' With our sixteen million acres of land to the north of us, and the prospect of the Grand Trunk Pacific Railway, we can give homes to thousands of families right in the heart of this great Dominion. I know no more promising field on the continent or where men of limited means can acquire a competency sooner and where wealth can be utilized to better advantage. We must invite enterprise and capital, for the basis of a nation's prosperity is the broad shoulders of her farmers.

Your obedient servant,

R. A. BURRISS.



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## No. 22.

REPORT OF THE GENERAL AGENT OF THE COLONIZATION SOCIETY  
OF MONTREAL.

MONTREAL, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour of addressing to you the tenth annual report of the operations of the Colonization Society of Montreal.

The number of persons inscribed at the society's offices reaches 1,674, a slight increase on the figures of the preceding year. These colonists, or intending colonists, are divided as follows, according to the places of settlement which they have chosen or visited:—

Labelle region.....	1,023
Lake Temiscamingue.....	138
Matapedia and Gaspé.....	89
Lake St. John.....	149
Northern Ontario.....	111
Canadian West.....	164
Total.....	1,674

Considered from the point of view of the place from which they come, the figures are made up thus:—

From the province of Quebec, 1,467; from the United States, 114, and 93 from Europe.

The increased grant allowed the society by the department is divided between renting, furnishing and maintaining offices at headquarters, and maintaining various sub-agencies in the province of Quebec and in the United States. The society has great hope from the work of these agencies.

A desirable immigration is coming to us from France. It is only the forerunner of more numerous groups which we expect in the fall and towards the end of next winter.

The officials of the office have used all diligence possible in responding to the needs of the new citizens of Canada, and facilitating their immediate settlement. A good number have gone west. Others, in also noticeable numbers, have bought or rented lands or engaged their services as farm labourers, which are always in great demand amongst the farmers of the old provinces. Others are employed in the construction of colonization roads, while waiting to take part during the course of the winter in the work of the shanties.

In return, the society will endeavour, as in the past, to contribute, according to its ability and means, to the progress of the work of peopling the country.

Your obedient servant,

T. A. BRISSON,

*General Agent of the Colonization Society of Montreal.*



No. 23.

REPORT OF THE REPATRIATION AND COLONIZATION SOCIETY OF  
LAKE ST. JOHN.

OFFICE OF THE SECRETARY,  
QUEBEC, August 29, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit the report of our society's work for the year ending June 30, 1904.

NEWLY ARRIVED SETTLERS.

From the United States.. . . .	1,114
" " Province of Quebec.. . . .	1,342
" " " Ontario.. . . .	31
" " " New Brunswick.. . . .	9
" " " Nova Scotia.. . . .	14
" Australia.. . . .	4
" France.. . . .	189
" Belgium.. . . .	64
" Finland.. . . .	48
" Norway.. . . .	57
" England.. . . .	46
" Russia.. . . .	7
" Sweden.. . . .	73
" Germany.. . . .	15
" Denmark.. . . .	11
" Austria.. . . .	3
Total.. . . .	3,027

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Nothing is better than facts; we are happy to reproduce the figures of the last decennial census as compared with the actual population of Lake St. John, according to the figures given by each curé in the diocese in December last, 1903. It will be remarked that since 1901 the population in that district has increased 6,639 souls.

PARISHES.	1901.	1903.	Increase	De-crease.
Hébertville and Mission (St. Wilbrod).....	2,552	3,225	673	.....
St. Bruno.....	986	1,015	29	.....
St. Henri de Taillon (La Pipe).....	303	307	4	.....
St. Cœur de Marie (Mistook).....	863	1,289	426	.....
Alma.....	1,305	1,500	195	.....
St. Gédéon.....	1,142	1,150	8	.....
St. Jérôme.....	2,077	2,070	.....	7
St. André (L'Epouvante).....	402	622	220	.....
Chambord.....	952	1,057	105	.....
St. François de Salles.....	344	595	251	.....
St. Prime.....	1,004	1,084	80	.....
St. Félicien.....	1,370	1,541	171	.....
St. Méthode et la Doré.....	639	800	261	.....
Normandin.....	928	1,011	83	.....
Albanel.....	335	379	44	.....
Roberval.....	2,491	3,363	772	.....
Mistassini et Péribonka.....	430	665	235	.....
St. Thomas d'Aquin and Lac des Commissaires.....	532	719	187	.....
Chicoutimi.....	5,633	6,500	847	.....
Anse St. Jean.....	722	1,015	393	.....
Anse St. Félix d'Otis and Ste. Rose de Lima.....	.....	400	.....	.....
St. Alphonse.....	1,140	1,254	114	.....
St. Alexis.....	1,619	1,564	345	.....
Laterrière.....	871	835	.....	36
St. Dominique.....	1,627	1,900	273	.....
St. Cyriac.....	430	434	4	.....
St. Fulgence.....	629	819	190	.....
Ste. Anne de Chicoutimi.....	2,283	2,930	647	.....
St. Charles and St. Ambroise.....	621	845	224	.....
	34,259	40,889	6,633	43

The number of delegates that have visited the Lake St. John district is larger this year than ever before. All the delegates came back astonished with what they had seen, and highly praised the district as a colonization country. As heretofore, the Lake St. John Railway Company gave them free transportation.

The 189 delegates represented : 84 parishes of Canada; nine cities of the United States and Europe ; 29 different counties of the province of Quebec.

To that we must add 199 visitors who obtained half fare on presentation of a certificate testifying to their intention of settling in the region.

Colonists' excursions were run at very low rates, and were well attended in 1903. Many visitors have taken advantage of the occasion to visit and buy lands in the region. The dates of these excursions and the number of excursionists were as follows

Date.	No. of Passengers.
July 7.....	701
August 25.....	354
September 22.....	107
September 29.....	89
October 6.....	101
Total.....	1,352

The preceding year the total of excursionists was 1,257. To give some further idea of the popularity and usefulness of our society let us recapitulate as follows :—

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Two thousand nine hundred and twenty-seven new settlers, 189 delegates, 199 half-fare visitors, 1,352 excursionists; total, 4,667.

That is, 4,667 persons who have gone through our office with a view to either definitely settle or visit. Besides, we have received and answered 3,542 letters referring to colonization in Lake St. John.

Lectures on Lake St. John have not been neglected during the year; 27 of them were given, some by our secretary and a few by other lecturers. These lectures were given in the French Canadian centres in the United States as well as in Canada.

The industries in our region continue to progress, and that makes labourers very scarce throughout the region. Lumbermen are now paid \$26 to \$30 a month and board.

An American syndicate is now trying to negotiate the Peribonca water powers. Their engineer has lately visited the region.

An electric road is spoken of to run through all the parishes around Lake St. John. A local company intend building that road with local capital.

The Chicoutimi Pulp Company has just erected a new mill with an actual output of 70,000 tons of pulp yearly, and employs over one thousand men in the woods and nearly 500 in the mills.

The Peribonca mills are now in full operation, and they have succeeded in doubling the capacity of their power by directing the waters of the Lake Aigle in the Little Peribonca river. The Ouatichouan Pulp Company also employ a good number of men.

Here is a list of the different industrial establishments along the line of the Quebec and Lake St. John Railway, its different branches, and in the Lake St. John region:—

Saw Mills.	Where situated.	No. of Miles from Quebec.	Annual production in feet.	Pulp Mills.	Annual production in tons.
Heidritter.....	St. Gabriel.....	16	8,000,000		
Kennedy.....	Lake St. Joseph.....	24	6,000,000		
Julien.....	".....	24	2,000,000		
	Lake Sergent.....	28	2,000,000		
	Bourg Louis.....	30		Sissons.....	1,500
	St. Raymond.....	34		St. Raymond Co., Limited.	6,000
Bornais.....	".....	34	3,000,000		
Kennedy.....	".....	34	10,000,000		
Côté.....	St. Léonard.....	39	4,000,000		
Rondeau.....	".....	39	2,000,000		
Kennedy.....	Allen's Mill.....	42	2,000,000		
".....	Lake Long.....	48	4,000,000		
".....	Perthuis.....	50	7,000,000		
Leveillé.....	Riv. à Pierre.....	57	2,000,000		
Perron.....	".....	57	2,000,000		
Turner.....	Pear Lake.....	101	10,000,000		
	Lake Edouard.....	112	8,000,000		
Jalbert.....	Lac Bouchette.....	160	4,000,000		
Saguenay Col. Co.....	Lac des Commissaires.....	156	2,000,000		
	Metabetchouan.....	158		Metabetchouan Pulp Co.....	15,000
	Ouatichouan Falls.....	183		Ouatichouan Pulp Co.....	15,000
	Peribonca.....	217		Peribonca Pulp Co.....	9,000
R.R. P.P. Trapistes.....	Mistassini.....	246	2,000,000		
Price Bros. & Co.....	Metabetchouan.....	181	8,000,000		
Tremblay.....	St. Gédéon.....	191	3,000,000		
	Kénogami.....	205	2,000,000		
	Jonquière.....	217		Price Bros., & Co.....	12,000
	Chicoutimi.....	228		Chicoutimi Pulp Co.....	70,000
B. A. Scott.....	Roberval.....	190	30,000,000		



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This shows that the Lake St. John produces annually 123,000,000 feet of wood and 138,000 tons of dry pulp.

Another source of revenue for the settler is the selling of his pulp wood, which pays \$3, \$4 and sometimes \$5 a cord.

*Le Lac St. Jean*, the official organ of our society, published at Roberval, gives each week all possible information on the region. It is distributed free as in the past to intending settlers.

As we already said, the Quebec and Lake St. John Railway Company gave free transportation to all settlers. Moreover, it carries 300 pounds of household effects for each adult and 150 pounds for each child. The railway has thus transported 2,925,000 pounds of settlers' effects during the past year.

We now have a regular steamboat service on the lake plying between Roberval and the newly opened parishes in the region.

Fourteen miles of winter roads and 20 miles of summer roads, total 34 miles of new roads, were opened during the past year by the Colonization Department of the province of Quebec.

The telephone service is to-day in a very good state. It connects all the colonies of the Lake St. John to those of Chicoutimi county.

It is now in contemplation to lay a telephone cable which would connect Roberval with Peribonca.

The Lake St. John fleet is now composed of nineteen boats plying between all the colonies, three of which are especially devoted to colonization.

We are happy to say that chances are very good at present in Europe to find a good class of immigrants. Many clergymen are actively interested in sending settlers, and there is quite a movement in Savoy, from which we already had two very substantial contingents. The present persecution against religion in France will do us good, and we may expect from there a splendid class of settlers, principally regarding their morals and religious principles, as the persecution is carried against the best religious part of France.

We have now secured the services of the Rev. J. T. Thibaudeau as lecturer and colonization agent in Canada and the New England states. He is a very active priest, and the best results are expected to come from his efforts.

During the course of the past year we have delegated to Europe one of our directors, Rev. Abbé J. E. Lizotte. Our secretary, Mr. René Dupont, went to meet him, as well as Mr. Smart, the Deputy Minister of the Interior, when he made the annual inspection of our agencies.

The Lake St. John Colonization Society, which has been so actively occupied during the last seven or eight years in colonizing this interesting part of the province, had long desired the establishment of an experimental farm, for the purpose of guiding new settlers in their work of clearing up land, and in their agricultural and dairying pursuits. In all its labours and enterprises the society has been very fortunate, especially in its work in France, and now it has completed the establishment of the Brothers of St. François Régis, on the banks of the Peribonca, one of the large rivers which empties itself into Lake St. John. The establishment of the agricultural order of the Brothers of St. François Régis at Peribonca, Lake St. John, merits some further notice. Founded in 1850 by Rev. Father de Bassy, of the Company of Jesus, the Brothers of St. François Régis have for their object the agricultural education of destitute orphans. Their venerated founder had a double purpose in view: to snatch from misery these poor children who were without any means of support, and to lead them towards that rural life which is too much and too often abandoned for a less healthy existence in the large cities. From 1850 to 1903 these brothers have brought up more than 5,000 young men, and made of them first-class gardeners, seedsmen, &c. These simple figures speak more than any possible commentary upon their success as educators. After many prizes obtained in competitions of all kinds, the Brothers of St. François Régis obtained the premium of honour in 1903 for the agri-

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cultural school of Roche Arnaud, France, where the mother house of their order is situated. In that country the brothers possessed five farm schools, situated in Velay, in Brittany, in Vendomois and in Provence. In these different provinces all the Catholic population aided them in their sympathetic work. Struck by the decree of expulsion against the teaching congregations, the Brothers of St. François Régis saw their farms confiscated, and were compelled to leave France. Established at Lake St. John, on the banks of the two Peribonca rivers, they built a house on Mr. H. J. Beemer's old farm, and commenced to clear the lots sold them by the government. As soon as they will have prepared for culture a sufficient quantity of land to furnish them with a living, they will immediately welcome the orphans who will be sent to them. The clearing will increase from year to year, and the establishment will witness proportionate development. The agricultural Brothers of St. François Régis have found good lands at Lake St. John, which will permit them to view the future without anxiety. Cereals, and particularly potatoes and fodder, flourish marvellously, and are of excellent quality. But in agriculture it is necessary to sell as well as to produce, and to support an orphanage it is essential to assure the success of the commercial side of the undertaking. From this point of view Lake St. John is in a better position than any other part of the country to furnish a good market for agricultural produce. The brothers have good hope of success with their charitable work. They have found a warm welcome here from both official personages and private individuals, which has contributed not a little to enable them to overcome the sadness of the adieu to their native land. Canada has now become their country, and it is with all their devotion as Christians that they are labouring to re-establish their work, which will now be for the benefit of Canadian orphans.

Our third edition of the *Settlers' Guide* has met with great favour all over. In the briefest possible space we have combined the maximum of information.

Our agencies are now working on a very satisfactory basis, especially the local agencies in Lake St. John for the distribution of settlers. Those in the United States could be put on a better footing, but our financial standing does not permit it for the present.

We have the pleasure to note that our society is making constant progress. Its membership is now over 1,300, and it has members in all parts of the world—in Asia, in Europe, as well as in America.

The following is an extract from the report of the Royal Colonization Commission :—

'The Colonization and Repatriation Society of Quebec and of Lake St. John advertises for recruits in Europe, in the United States and in the older parishes of the province; it does not lose sight of the settlers until they are established; it helps, encourages and protects them in the choice of lots. Above all, it is powerfully and efficiently seconded in its efforts by the Quebec and Lake St. John Railway, which generously gives reduced fares to visitors, free passages to settlers and their families, and conveys their baggage free of charge. The work of that society is certainly in the interest of the public and of colonization, and deserves to be encouraged.'

Hoping that this report will be satisfactory,

I remain, sir, yours very truly,

RENE DUPONT,

*Secretary.*



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## REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

### No. 1.

#### REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, MAN., July 1, 1904.

W. D. SCOTT, Esq.,  
Superintendent of Immigration,  
Ottawa.

SIR,—I beg to submit the following report for the fiscal year ending June 30, 1904:

The statements of immigration agents, land guides and other officials directly connected with and under this office in western Canada indicate a considerable increase in the volume of business.

The most gratifying feature of our work continues to be that so few new arrivals find conditions here not to their liking; indeed, our agents who were specially instructed to report any dissatisfied persons passing eastward or southward have mentioned so few as to make that feature one of little consequence. In every movement of large numbers of people it is inevitable that a percentage will find matters unsatisfactory, owing, in some cases, to the person's own incapacity, or to the lack of reliable information, which might easily have been obtained from government sources; and while there have been some such cases, besides others who have been misinformed by persons outside the ordinary sources of government information, yet the percentage of disappointed ones, in my opinion, would not exceed one-half of one per cent of the total arrivals. In order to verify this apparently remarkable statement, municipal and board of trade officials have been consulted and have expressed the opinion that the number of unsuited immigrants is infinitesimally small. I regret to note, however, that small as this number may be, they appear to have free entry to the columns of British newspapers, and that such newspapers, without qualification or investigation, have unfairly published their reports, to the prejudice of our work, and in many cases to the detriment of the people themselves. I have had occasion to investigate such complaints, and in the majority of cases they have been proved to be foundationless, or the result of the new arrival's own incapacity, or determination not to find matters to his liking. The policy of the department has continued to be that of treating each individual case upon its own merits, and procuring the most suitable location for the individual concerned. This has increased the work of our officers to a system of complex detail relating to individuals, and when magnified by the immense numbers passing through our hands, must redound to the credit of those officers who have had the people in charge during the past year.

The immigration from the United Kingdom during the past fiscal year shows a gratifying increase over that of the preceding year, and whilst the largest proportion of the new arrivals were young men seeking work with farmers, it has been a particularly gratifying feature to note an increased number of very desirable families, who have arrived and secured work on farms. Large as the number of farm hands applying for work has been (with the exception of a short period in the late spring), we have not



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received a sufficient number of men to fill the applications placed in our books. This feature proves the continued and extensive development of western Canada, and plainly indicates a more extended area brought under cultivation each year.

The 'All-British' colony referred to in my last annual report has been fairly successful, and is dealt with more in detail in the report of the General Colonization Agent, and the agent of the department at the colony itself ; but there seems to be no question that the result of these people leaning upon the originator of the colony instead of depending upon individual exertions, is shown by the fact that a number of them, although residing on their homesteads, have not progressed so rapidly as the other classes of people, who have been no greater length of time in western Canada. There has been a strange tendency to depend upon the value of co-operation by numbers, rather than individual work, resulting in the calling of many meetings to discuss points which might readily be decided by the individuals themselves, or, at any rate, individual exertion would have rendered many meetings unnecessary and undesirable from several standpoints. The contention of our officers is that a man can succeed on his homestead if he will attend to his business as he should, and only in a few isolated cases can the lack of rapid development in the 'All-British' colony be laid at the door of any one but the individuals themselves. The department has thrown open the balance of the land in this settlement for entry by others who did not come out in connection with this colony, and this is a wise and prudent action. It will place among the original arrivals new and experienced blood, and will be for the mutual and material benefit of all concerned.

As foreshadowed in my report of last year, the railway companies, real estate agencies and kindred bodies interested in the retaining of desirable people within the states of the Union, combined and by the aid of money, literature, &c., sought to head off a large number of American settlers who had intended coming to western Canada. This organized effort was met by the organization of the Western Canada Immigration Association, operating through officers in the United States and elsewhere. Added to the strenuous efforts of those opposed to emigration to Canada, must be recognized the all-pervading influence of the gigantic Louisiana Exposition, which will be open for some months to come. These two factors have combined to reduce the number of arrivals from the United States, but extra exertions having been put forth by the agents of the department, the decrease of the arrivals below that of the preceding year is not very much.

Thomas Gelley, our French interpreter, reports that the French and Belgian arrivals for the year are exceptionally good people, made a quick and good start in farming operations for themselves or for others, and are progressing to their satisfaction.

Officer John Wolff, German interpreter, reports the arrivals of Germans not as large as the preceding year, but altogether of a better class, and a larger percentage have at once taken up homesteads and made their homes thereon.

This officer visited nearly every German settlement, and found the people well satisfied, and in some cases very prosperous indeed, but many of them in the northern part of the Territories were anxiously looking for the Grand Trunk Pacific Railway to relieve their needs for travelling accommodation.

Mr. A. Hallonquist, the Scandinavian interpreter, reports that after visiting all the various Scandinavian settlements, he finds these people well satisfied, and sending good reports about Canada to their friends in the old country, and recommends that the railway company be impressed with the advisability of giving special facilities in the way of reduced rates to Scandinavians desiring to return to their homes to bring out friends.

Officer Joseph Polson, Icelandic interpreter, reports that during the year the Icelandic immigration came from two sources, *i.e.*, from Iceland direct and from the United States. Those from the United States all had more or less means, in fact, one party had twenty-one cars of stock and effects. Most of them are now locating in the

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district lying between Foam Lake and Fishing Lake in Assiniboia. Many have come from North Dakota, and a colony of Icelanders in southern Minnesota, which is getting over-populated now, and the people there are looking for new localities. Some Icelanders, who moved to the Pacific coast (state of Washington) returned to Canada this spring, and have now taken up homesteads in the Foam Lake district in Assiniboia. The Icelanders generally are continuing to prosper, and prove excellent settlers in many walks of life beside farming, in which their success has been particularly noticeable. Officer W. H. Paulson has been engaged in Iceland for some months past.

Officer C. Genik, our chief Galician interpreter, reports that many of the Ruthenian immigrants during the year had their passage money paid by friends already in Canada. The steady increase of emigration in recent years has depreciated the value of farms in Galicia and Bukowina to an extent which makes it very hard for the owners to realize thereon and move to Canada. A large percentage of the people coming out this year left families behind them, and will earn sufficient money to bring them out at an early date. Others went at once to their friends and received advice and assistance from them. This interpreter estimates that about one-half of the total arrivals have either settled on land in western Canada, or temporarily made their homes with friends, who are already settled, and the balance are working as farm or day labourers before locating on homesteads of their own. A gratifying feature about these Ruthenians is that their great ambition is to own a free homestead, and the success of the older settlers renders it absolutely certain that they are a very desirable asset in the development of western Canada. Besides the Ruthenians, many Poles and Bohemians arrived during the year from Austria. These people were mostly labourers and townspeople, and very few went on the land. The Slavs who arrived from Hungary are at work as miners or labourers. This interpreter has had an opportunity of visiting most of the settlements, and reports that they are all making good progress, some of the older settlers having over 50 acres under crop, and 20 head of cattle, besides other assets, while many of the recent arrivals have at least five acres broken and under cultivation.

A decrease is noted in Hungarian arrivals, but the reports of their progress are very gratifying, and are dealt with in the subsequent report of Mr. Zoltan Von Rajes. One of our agents reported an inspection trip to the Hungarian settlement of Otthon, Assiniboia, where 125 Hungarian settlers arrived about twelve years ago, and few had any means to start with. Now they are all in good circumstances, and some very well off; in fact, one of these farmers had buildings made of solid brick, and as most of them own two or three quarter-sections their prosperity is evident. The crop conditions appeared to be favourable, and there is plenty of hay for settlers' purposes. A number of these farmers have been keeping large herds of cattle, as many as 80 head, but as each farmer is bringing more land under grain, they will be compelled to reduce the number of their stock. The crop acreage should average about 80 acres on each quarter-section in this settlement, 75 per cent in wheat and the balance in other grains. This colony is in a very creditable condition. The newer Hungarian settlements are progressing satisfactorily.

Officer Zoltan Von Rajes, Rosthern, Sask., the founder of the Hungarian settlement at Matyas Fold (Matthewsfield) in Saskatchewan, two years ago, reports a large number of Hungarians settled in the following townships: 39 in 24-27; 40 in 24-27; 41 in 25 and 26; 42 in 24-27; 43 in 25-26; all west of the second meridian. The harvest last year was good, but the colony used the crop amongst themselves. These people were poor on their arrival, have worked hard, and are succeeding very well. There is a marked falling off of the arrivals in this district, since this agent reports only 65 souls arrived there during the last fiscal year. The whole settlement have under cultivation 2,561 acres; they own 716 head of cattle and oxen, 96 horses, 757 hogs; and have sheep and a quantity of poultry, besides necessary agricultural implements for their work.



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Since the previous annual report the Doukhobors in the several districts of the North-west Territories have been very successful in their farming operations, and have at the present time a large number of acres under cultivation. I am pleased to report that nearly all of them are proving to be desirable agriculturists, whose chief ambition is to reap their reward from the land. Like every other community, these people have amongst them a small number of those who think it wrong to work for a living. They are being weeded out by process of time, and have probably left the colony for the colony's good. The Doukhobors in what is known as the Yorkton district have graded ten miles of good road in their district, and have fully twenty thousand acres under crop in excellent condition. They are starting a brickyard and other industries. They have already several sawmills and grist mills in operation, and with steam ploughs intend to cultivate a large area near the railroad and go extensively into wheat raising. At the suggestion of the department, Mr. Peter Veregin, the recognized leader of the Doukhobors, furnished a statement of their operations for the year 1903, which shows that they have spent a lot of money in livestock and implements, so much so, as to require the borrowing of \$60,000 through one of the banks. The fact that they were able to borrow this money without security affords abundant proof of the high standing which these people have amongst financial and business men. The Doukhobors have purchased 370 horses, 4 portable engines and 2 traction engines, with 6 separators, 2 saw-mills, 50 binders, 32 mowers, 45 disc harrows, 20 seeders, 16 wagons, 109 ploughs, 234 harrows, 12 fanning mills and 152 sleighs; and have spent many thousands of dollars on provisions, clothing and purchasing additional land to round off some of their farms. The total expenditure for the forty-seven villages in the Yorkton district was \$215,544, to meet which the men of the villages brought in from working on the railway over \$150,000. Some of the Doukhobors have already expressed their intention of leaving (and some have actually left) the community, for the purpose of taking up residence on their own responsibility upon their individual homesteads. These are applying for naturalization, and in due course will apply for a patent for the land in their own name. This individualistic sentiment appears to be growing, and as the matter is one of purely private concern nothing is being done to affect or hinder the same.

The large and expensive improvements to the terminal facilities of the Canadian Pacific Railway in Winnipeg, necessitating the erection of a new station, offices and other buildings, led to an amicable arrangement between the government and the railway company, whereby the land at the corner of Higgins avenue and Maple street, in the said city, on which the immigration buildings were situated, was exchanged for other land immediately contiguous to the proposed new railway tracks, and abutting the proposed new station buildings, forming a more convenient arrangement for all parties concerned, and furnishing additional land for a new and large immigration building, together with a spur track and platform in front of the same sufficiently large to care for ten coaches of immigrants at once. Unfortunately, the arrangements were in progress at such a time as to make it extremely difficult for our officers to afford reasonable accommodation for newcomers during the spring of 1904. The buildings themselves had to be moved from the old site to the new one, and great discomfort and hardship were only saved by the timely use of large numbers of stoves and very great patience and work on the part of our caretakers and other officers. During the season the department rented the old St. Lawrence hotel and a vacant warehouse, both near the railway station. In addition, a temporary building 40 x 100 was erected, and a large tent, 30 x 90, floored and framed, also provided as convenient to the main building as possible, in order to accommodate the large numbers requiring temporary shelter. It is learned with much gratification that the contract is about to be let for a new and large immigration building, which will obviate the necessity for renting totally unsuitable buildings, in addition to the public buildings which have already been erected. I cannot too highly commend the care with which immigrants have been received and treated by the officers of the staff under the extremely difficult and trying circumstances of the spring of 1904. With the regular buildings crowded, and three or four



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other buildings in the same condition, and not so suitable for our purposes, it would not be surprising if complaints had gone abroad concerning lack of reasonable accommodation. It is hoped, therefore, that the new, and commodious building will be erected during the present year, as a survey of the district makes it quite evident that it would be impossible to obtain temporary additional accommodation for the large number of immigrants looked for next spring.

As usual, very large numbers of tents have been purchased, old ones repaired and distributed at various points where immigrants required temporary shelter of this kind, but at the best of times canvas is only a temporary convenience, and after two years' use most tents are absolutely rotten and worthless, necessitating a new supply from year to year. But notwithstanding this large item of expense, the department is justified in furnishing this temporary shelter wherever it may be demanded by any body of immigrants arriving from time to time. In addition to the large tents, it is now shown that the large supply of military bell tents which have been distributed from Winnipeg and sold to actual settlers at a nominal figure have afforded shelter to thousands of people who could not otherwise obtain the same. They have been distributed upon demand all over western Canada, and I give below a list of places from which these tents were finally distributed to actual settlers. Our stock is now almost exhausted, and the question will be raised next spring as to whether the supply on hand will be anything like sufficient for our needs.

The Dominion government have erected and maintained immigration halls at Saskatoon, Lethbridge, Moose Jaw, Yorkton, Qu'Appelle, Dauphin, Regina, Rosthern, Prince Albert, Calgary, Strathcona, Craik, Davidson, Duck Lake and Lloydminster, and have rented for the same purpose buildings at East Selkirk, Macleod, Saltcoats, Ponoka, Innisfail, Birtle, Minnedosa, Edmonton, Prince Albert, Rosthern, Olds, Battleford, Leduc, and have furnished suitable tent accommodation, or tents for sale, at the following points: Alameda, Arcola, Bonnington, Balgonie, Battleford, Blind Man's River, Brandon, Broadview, Calgary, Caron, Carstairs, Claresholm, Coutts, Dauphin, Davidson, Didsbury, Duck Lake, Dundurn, East Selkirk, Edmonton, Elkhorn, Estevan, Esterhazy, Glen Mary, Grandview, Grenfell, Halbrite, Hanley, Heatherbrae, High River, Herbert, Indian Head, Innisfail, Irvine, Killarney, Kaposvar, Lumsden, Lacombe, Lamerton, Leduc, Lethbridge, Lloydminster, Moose Jaw, Macleod, Macoun, Manor, Medicine Hat, Melfort, Milestone, Millett, Moosomin, Mowbray, North Portal, Okotoks, Olds, Osler, Ponoka, Prince Albert, Quill Lake, Fort Qu'Appelle, South Qu'Appelle, Red Deer, Red Willow, Regina, Rosthern, Rouleau, Russell, Ranchvale, Saltcoats, Swift Current, Saskatoon, Sifton, Solsgirth, Sprague, Swan River, Strathcona, Teulon, Treherne, Vegreville, Virden, Wapella, Wauchope, Wetaskiwin, Weyburn, Whitewood, Wilcox, Wolseley, Yellow Grass, Yorkton.

Officer Samuel Gray, in charge of the Labour Bureau, connected with this office, reports that during the fiscal year there were received at this office 3,354 individual applications for experienced farm labourers, and 2,076 inexperienced farm help—making a total of 5,430—and we were able to fill directly and individually from the office 3,112 of such applications. In addition, applications for 493 married couples for farms were received, and 461 were filled through this office.

In this connection, I beg to point out that there is an ever-increasing demand for experienced farm help and domestic help, and the only difficulty we have experienced at any time in placing all applicants with farmers has been in those cases of married couples who have large families of young children. This class of help are not readily placed, because of the lack of accommodation in farmers' houses, and it would be advantageous for the country as a whole, and the farming community in particular, if the latter could be induced to erect such additional house accommodation on their farms as would afford the necessary conveniences for families who would furnish permanent help on the farm and in the house from year to year. The rate of wages has somewhat increased for experienced hands, and of course during the harvest season the daily wage was more in evidence than the monthly engagement, and notwithstanding a good percentage of crop was partially destroyed during last season by frost, over

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10,000 harvest hands from eastern Canada succeeded in obtaining work last fall. In addition to the large number of English-speaking arrivals, who were furnished employment through this office, very large numbers of foreign-speaking immigrants secured work on railways and elsewhere; indeed, it has become quite evident that without the foreign immigrant, much of the hard manual labour in the construction of railways in western Canada could not be carried on at all.

Mr. Robert Adamson, who has been specially charged by the department with securing experienced farm labourers for Manitoba and the Territories, reports that as a result of his work in Scotland, he brought back with him the following farm help:—

Men, unmarried—	
Scotch.....	171
English.....	2
Irish.....	4
Men, married—Scotch.....	3
Women, married.....	3
Children—Scotch.....	5

A total of..... 188

It has been found by correspondence received from farm labourers coming under these auspices in previous years that they are eminently satisfied with their prospects and success, and although the accepted wage for the first year is \$225, beside board and lodging, eighteen of those who arrived in 1902 are now receiving \$300 per year with board and lodging. Others are farming on their own account, and, taking an average of thirty-six of these men, it is found that their present wages are \$265, with board and lodging.

The publication of letters from these Scotchmen has attracted much attention through other parts of the empire, and as a result correspondence concerning Canada has been opened up with residents of Australia, New Zealand and Rhodesia, besides Scotland.

During the last fiscal year the exhibition branch of the work has been largely increased, and considerable material was required for use at the Winnipeg Industrial Exhibition of 1903, and the St. Louis Purchase Exposition, which opened early in 1904. Large quantities of grain were purchased, but owing to the rather wet harvest season, the average of useful grain for our purposes was not as great as in former years, causing more expense and difficulty than usual, for this very necessary adjunct to the business of the department. The special staff charged with the collection and preparation of the exhibits distributed among the different government agencies in Great Britain and the United States 357 large cases of grain in straw and grasses and threshed grain, together with 158 cases of vegetables, dairy produce, fruit and honey.

The number of letters received in this office in the fiscal year ending June 30, 1904, was 28,175, and the number sent out was 29,554.

The increased area under crop in western Canada makes interesting reading in every annual report. The following table, for convenience of reference, gives a comparison of the area in crop in Manitoba for the last four years:—

	1901.	1902.	1903.	1904.
	Acres.	Acres.	Acres.	Acres.
Wheat.....	2,011,835	2,039,940	2,442,873	) Acreage not fur- nished by Manitoba Govern- ment.
Oats.....	689,951	725,060	855,431	
Barley.....	191,009	329,790	326,537	
Flax, Rye and Peas.....	20,973	41,200	55,900	
Potatoes.....	24,429	22,005	27,198	
Roots.....	10,214	12,175	12,251	
Total crop..... area	2,961,409	3,189,015	3,757,173	



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It is gratifying to note that the total area in Manitoba prepared on December 1, 1903, for the crop of 1904, was 2,385,505 acres, an increase of 654,510 acres over that prepared on the corresponding date in 1902 for the crop of 1903. The average yield of potatoes in Manitoba for 1903 was 175 bushels per acre. The average yield of roots for the same period was 282 bushels per acre. Native hay yielded 1'4 tons per acre, and cultivated grasses slightly over that amount.

Poultry disposed of by Manitoba farmers :—

Turkeys.. . . . .	88,726
Geese.. . . . .	34,270
Chickens.. . . . .	363,020

New farm buildings in Manitoba during 1903 are valued at \$2,961,752. These figures do not include buildings in cities, towns, or villages. They form, therefore, a very fair index of the prosperity of the farming communities.

At the end of 1903 there were in Manitoba 2,347 threshing outfits, as compared with 1,824 at the end of the previous year.

It is estimated that on December 1, 1903, 58 per cent of the total wheat crop in the province had been marketed.

During the year the farmers in Manitoba marketed 2,738,868 pounds of dairy butter, at an average price of 15½c. per pound, and 1,532,835 pounds of creamery butter at an average price of 18½c. per pound, realizing a total value of \$707,346.98. In addition, there was produced 1,382,304 pounds of cheese, at an average price of 11c. per pound, thus making the total value of dairy products for Manitoba farmers during 1903 \$858,709.26.

COMPARATIVE statement of area in crop in the North-west Territories for the last five years.

	Wheat.	Oats.	Barley.	Flax.	Total.
	Acres.	Acres.	Acres.	Acres.	Acres.
1900 .....	412,864	175,439	17,044	.....	605,347
1901 .....	504,697	229,439	24,702	.....	758,838
1902 .....	625,758	210,367	36,445	17,067	989,637
1903 .....	840,674	440,662	69,667	32,431	1,383,434
1904 .....	1,054,212	654,649	111,979	20,938	1,841,778

The expectation of crop from the area under cultivation in the North-west Territories for the year 1904 is as follows:—

	Bushels.
Spring wheat.. . . . .	19,827,500
Fall wheat.. . . . .	125,200
Oats.. . . . .	19,395,500
Barley.. . . . .	2,927,500
Flax.. . . . .	220,950
Total.. . . . .	42,496,650

Some parts of western Canada suffered about harvest time in 1903 from cold and wet winds, which reduced the average crop per acre below what it promised early in the season. This was disappointing, and yet it is gratifying to know that even this reduced average was higher than the average of crops in the United States. Therefore, notwithstanding the destruction of some of the crops in certain localities, 10,000 harvest hands were carried from eastern Canada into the west to assist in taking off the



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crop, and of this number probably 2,500 remained permanently in the west. All arrivals secured work immediately at good wages, and much credit is due to the officials of the railway companies and the various governments interested, for providing the farmers in western Canada with harvest help they could not otherwise obtain.

David Morrison, immigration agent, East Selkirk, reports that during the year 5,773 souls received accommodation in the immigration building at that point, and were distributed to a great many points in Manitoba and the Territories. The number of foreign immigrants referred to is less than the previous year, but there is noticeable improvement in the financial capacity, health and appearance of those arriving during the fiscal year now reported upon. It would be advisable that this class of foreign immigrants should not arrive too early in the year. There seems to be a tendency to get out to Manitoba before there is work obtainable. In 1902 the earliest arrivals in large numbers reached Selkirk on April 16; in 1903 on March 25; in 1904 on March 15; and it was impossible to obtain work for them at the time, particularly as the spring of 1904 was a very late one. It would certainly be better for all concerned if these people could be induced to get here about the first or second week of April. This agent visited the Germans, Galicians and Icelanders at Poplar Park, Gonor, Goose Creek, Brokenhead, Gimli and Fort Alexander, and found they were all making splendid progress, many of them selling their oxen and replacing them with good horses.

David Wood, immigration agent at Teulon, Manitoba, reports the district improving very rapidly, and most of last year's settlers are on their farms and building houses for themselves. Three churches and four schools have been built during the year.

Mr. John McKinnon, immigration agent, Dauphin, Manitoba, reports the increased importance of his point as a distributing centre for settlers and persons seeking employment, as those seeking homesteads west of the Riding mountains and Duck mountains must pass through Dauphin. There have been a large number of men with families and single men of the labouring class placed with the farmers in this district, and at most periods of the year the demand for farm help is greatly in excess of his means to supply. The demand for female domestic help still continues a serious one. With a few exceptions, the arrivals from the old country at this point were young, intelligent and active, and should make most desirable settlers.

Hugh Harley, sub-land and immigration agent, Swan River, Manitoba, reports the year to have been one of prosperity and improvement, and large numbers of settlers have arrived. A new Swedish colony has been established twenty-five miles southwest of the town. These people arrived during the year, and have made an excellent start, having a saw-mill in operation and a school district formed. Seeding was late in the spring of 1904. The acreage under crop in this district is estimated as follows:—

	Acres.
Wheat.. . . . .	35,350
Oats.. . . . .	8,630
Barley.. . . . .	2,000
Pease.. . . . .	30
Potatoes.. . . . .	300
Roots.. . . . .	1,400

Some of the settlers in this district have between three and four hundred acres in crop; good prices are realized for farm lands, and unimproved railway land which sold for \$2.50 or \$3.50 per acre at the opening of this settlement a few years ago is now selling at from \$8 to \$12 per acre. The town of Swan River has shown surprising growth, now having a population of about 500 with all necessary stores and other places of business, including a hospital and telephone system.

S. N. Foster, acting immigration agent at Yorkton, Assiniboia, reports his district has progressed very satisfactorily during the past year, and newcomers find no difficulty in satisfactorily establishing themselves in one or two years. A large quantity of new

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land has been broken, and at the time of this report it is an easy matter to find a farmer who is willing to certify the desirability of the Yorkton district. The town of Yorkton and other towns on the railway have improved at the same pace as has the country.

Paul M. Bredt, immigration agent at Regina, Assiniboia, reports that during the year 1,958 souls were furnished with temporary shelter in the immigration hall at that point, but the accommodation was not sufficiently extensive for all those requiring this convenience. Accordingly, a new substantial and commodious immigration hall has been erected in that city, and will afford ample accommodation from this time on. Regina was crowded with a number of immigrants during April and May, owing to the accidental washing away of the railway bridge and portions of the track north of that city, causing the congestion of immigrants at this point. The railway company and the department expended large sums of money in providing for those who were compelled to remain at this point, but the expense of doing so was advisable as very few, if any, of the newcomers became discontented and refused to go on to their original destination. During the congestion mentioned an epidemic of diphtheria broke out, but by the exercise of strict quarantine and the best medical assistance the difficulty was overcome; only two deaths occurred as a result. This agent has the supervision of the colonies in the district, and reports them to be in flourishing condition, the buildings and the livestock particularly showing marked improvement. Judging from statements made by those coming from the States and other countries, it would appear likely that the immigration returns would have been heavier had those remaining at home been able to make fairly successful sales of the property they wished to dispose of. The crop conditions are estimated to be twenty-five per cent better than the previous year.

William Braun, immigration agent, Saskatoon, Saskatchewan, reports a very large and rapidly developing district. Over 600 cars of settlers' effects have been unloaded at Saskatoon during the spring of 1904, and averaging each car worth \$3,000 it would seem as if nearly \$2,000,000 has been added to the material wealth of this district during the past year. This agent reports a very large acreage of land broken with steam ploughs; crop prospects excellent; and general contentment appears to be very noticeable amongst the English, Scotch, American and German, and other farmers who have settled in this district.

William Plaxton, immigration agent, Prince Albert, Saskatchewan, reports that the immigration hall at his point accommodated during the past year 827 souls, most of whom homesteaded land in the Shell River and Birch Hills district. A large number of desirable immigrants have arrived and have been settled on land, or been furnished with employment. The crops are looking well and the settlers appear to be satisfied.

W. R. Ridington, immigration agent, at Lloydminster, Saskatchewan, who is in charge of what was originally the All-British Settlement, reports that during the year 510 homestead entries were made in that district, and about 1,300 persons settled there. Generally speaking, the original colonists have not succeeded as well as they might. There seems to have been too great a tendency to lean upon each other instead of working on their individual farms for their individual profit. Where the individual has been concerned with his own affairs and accepted the advice of the farm instructors furnished by the government, success has attended his efforts. Some of them have good houses, and from 50 to 80 acres in crop; others have good houses and from ten to fifteen acres in crop—the amount of ground being broken in 1904 is in excess of 1903. The number of horses and stock in the district is not as large as it should be, a number of animals having died during the winter through neglect and shortage of feed. There being no crop in last year, there was no straw, and a large percentage of the animals had to run out. Those which were outside fared better than those which were supposed to have been stabled, as a consequence the animals were in poor condition and work in the springtime was retarded. Some of these colonists went out to



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work for the winter and did exceedingly well, as they returned this spring with good teams and in a position to work their homesteads. The difference between those who stayed on their farms and worked at home or abroad during the winter and those who came to town to secure a lot and live thereon, is very marked; the former are in fairly good condition, while the latter are about as they were a year ago. It is hoped that the policy of the department of inducing a number of Canadian and American farmers to settle amongst these people will be of considerable practical benefit.

James Winn, immigration agent, Calgary, Alberta, reports that 1,317 immigrants have been accommodated in the immigration building at Calgary during the past year, the nationalities of such receiving accommodation being as follows: English, 402; Scotch, 135; Canadians, 184; Scandinavians, 73; Americans, 325; Germans, 105; French, 20; Irish, 33; other nationalities, 140. From the most reliable information, it is believed that nearly 15,000 immigrants passed through Calgary during the past year. There was an abundant quantity of hay during the season of 1903, but the quality was not as good as in previous years. The winter, however, was most favourable for range stock, very little feeding being necessary, and at the time of this report the conditions could not be improved, both as regards stock and crops. The loss of range stock during the winter was very light. The acreage sown to grain in this district is fully 30 per cent in advance of the previous season, and the improved conditions in certain districts show the advisability of the farmer preparing his ground in the fall instead of waiting for the spring. This agent reports it would be difficult to find a more contented lot of settlers in any other part of the country, and while the influx of men desiring work has been very large, the past mild winter afforded an opportunity for work on bridge building, &c., which has been very helpful. Much interest is centred around the very extensive works proposed by the Canadian Pacific Railway Company in constructing the irrigation ditch from Calgary eastward to Medicine Hat. Various estimates place the cost of the work at from three to five million dollars, but it is generally conceded that the project, when completed, will turn the waters of the Bow river on to land which is now only fit for ranching, and produce nearly three million acres of land suitable for raising crops. The town of Calgary appears to be an index of the prosperity of the district. It boasts a population, by police census, of 10,000 souls—nearly double the number four years ago. The assessed value of the city is now \$4,000,000, and a very large number of residences and other buildings are increasing the permanent value of the city from year to year. A sanitarium for the treatment of tuberculosis is being erected west of Calgary, and will remove danger from contagion which is evident when the afflicted ones stay at boarding houses or general hospitals.

Mr. Charles Mair, immigration agent at Lethbridge, Alberta, reports the total arrivals through Coutts (the port of entry from Great Falls, Montana), as being 3,187 souls during the fiscal year, declaring their destinations to be as follows: Southern Alberta, 2,313; Northern Alberta, 594; Assiniboia, 145; Saskatchewan, 67; British Columbia, 48, and other parts of Canada, 20. This officer notes that notwithstanding the special efforts made by American railways, banks, and anti-immigration bureaus in the United States, the arrivals at his point are slightly in excess of those coming during the previous fiscal year. These arrivals were mainly American and English-speaking, largely of British and Canadian stock, and he estimates the personal property brought in at that point by these farmers during the year to be worth \$200,000, excluding the vast numbers of live stock brought in from south of the line. The fiscal year just closed has been characterized by an increased confidence in the southern parts of Southern Alberta as a grain-growing region, the succession of recent wet years causing the grain to yield in a surprising manner, and as a result homesteading is proceeding very rapidly, and much capital has been invested in the purchase of adjoining lands. This officer rightly believes in the insurance from failure which irrigation secures for this district; intending farmers who heed this warning will find the investment of capital in irrigation a safe proposition, and when the present schemes are completed they will make half a million acres of land suitable for settlement; indeed, the effect of such works is bene-



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ficial to lands not themselves irrigable, but which may through access to water be turned to profitable use. The Stirling settlement was founded in 1889 by one of the Mormon leaders, and now numbers 700 souls, all prosperous, with about 3,500 acres under cultivation. The settlers' sheep numbered about 5,000, and the wool crop sold at 14½ cents per lb., being the highest price ever paid in this section. Fruit-growing, though experimental, is promising; every family has plenty of apple trees, and some are trying plums, prunes and pears; the chief hindrance to this industry is the prevailing high wind, necessitating the planting of windbreaks. Thirty-six horses were imported into this settlement in 1899, and the number now owned by these settlers has increased by purchase and otherwise to over 2,000 head. The Raymond settlement shows an increase of 30 per cent in crop area over last year. Last year about 1,000 acres of sugar beet were harvested, yielding 3,500 tons. This acreage has been increased to about 3,000, and the return promises to be about 6 tons to the acre. This settlement is not three years old, yet the town population is estimated at 2,200. There are 17,000 head of cattle and 10,000 sheep owned by settlers. The price of cattle continues satisfactory, picked four-year-olds realizing \$49 per head. The Sugar Company are contracting for sugar beets this season at \$5 per ton. The Magrath settlement is almost entirely composed of Mormons, and the grain crop is of small acreage this year, not exceeding 10,000 acres in all. Each farmer has from 6 to 12 horses of first-class breed, and if subsequent rains improve the grass crop, this particular locality will materially improve. The population of the village is about 1,000 souls, with good school, church and fairly good dwellings. The Spring Coulee settlement is composed mainly of settlers from Nebraska, Illinois and Iowa; their total yield of grain last year was about 55,000 bushels of wheat and 25,000 bushels of oats, and if this present season turns out favourably there will be about double this quantity. Farming began in this district three years ago. Fall wheat returned 35 bushels to the acre, and oats on new and prepared land returned 100 bushels to the acre. The farmers in this district are not easily concerned about the lack of rain, as they believe if no more rain falls the present season, there will be from 18 to 20 bushels to the acre, which is in striking contrast to the experience of one of them from Nebraska, who, in the year 1889, only cut 30 acres of wheat from 535 acres sown. There is little or no ranching in this district, but all farmers have more or less domestic cattle. The Cardston settlement is the oldest farming district in Southern Alberta; has a crop principally of spring wheat, and at the time of this report looking very fair. Cardston farmers are well off and depend upon their cattle and horses, grain-growing being as yet a side issue. The settlers tributary to Cardston own about 10,000 cattle and 1,750 horses, mostly raised in the district. The town population is about 800, but the farmers usually live on their homesteads and not in the village. The acreage in 1903 was about 5,900, the average return of wheat being 32 bushels per acre. This year's crop area is 20 per cent greater and includes 300 acres in sugar beets. At the time of this report rain is needed in this district, and as an indication of the increased value of land, improved quarter-sections bring from \$750 to \$2,000, according to improvement. The Taber district is an entirely new one, which is attracting a number of experienced and somewhat wealthy American farmers. This is their first year, and they have about 2,000 acres under crop, 500 of which is in Red Fyfe spring wheat. At the date of this report the crop appears to be in good condition. The Lethbridge district proper, radiating 12 miles from the town, is, with the exception of a few farms, all irrigable, and the appearance of the crops is excellent. Many of the farmers have not connected their ditches with the main canal, indicating the sufficiency of rain during the past four or five years. Settlers appear to be comfortably off, and own a large number of cattle. Poultry and dairying are profitable, butter never being less than 30 cents per lb., and eggs from 25 to 40 cents per dozen. The homesteads within a large radius from Lethbridge have been taken up so rapidly as to compel later arrivals to go further east, and they are now settling in the district known as Grassy Lake, midway between Medicine Hat and Lethbridge. The progress of settlement is shown in the fact that the number of hay

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permits during the past fiscal year is double that of the preceding year. The number of cattle in Southern Alberta was estimated at about 186,000 head, but the severe storms in February and March told heavily in the eastern portions of the district; to the west the loss is light, probably not exceeding 5 per cent. Opinions differ on this point, some of the best known ranchers believe that the loss is no greater than the preceding year. The horses which numbered last year over 21,000, have probably increased 15 per cent, but sheep have decreased by 35,000 head, the reason for this decrease being lack of range and the prevalence of the prairie wolf. The sheep industry should flourish under improved conditions, as after a particularly hard winter the lambs averaged 100 per cent, and the fleece 7 lbs. in weight, the wool crop alone bringing a cash return of over \$50,000. The mutton was sold at 5 cents (spring) and 4 cents (fall), and it has been suggested that a committee of experienced men may, with advantage, be appointed to examine the whole country and report upon these matters, particularly in view of the fact that the increased homesteading will further hamper the sheep and cattle rancher. The customs entries for the year at this port exceed those of the preceding year by about 500. The output of Lethbridge coal shows an increase of 25 per cent in the tonnage and a like percentage in the number of men employed, making a total output of 228,000 tons. The immigration hall at this point has been freely used by the settlers arriving, and afforded accommodation to 529 persons who occupied the same, a total of 3,276 days.

C. W. Sutter, immigration agent, Edmonton, Alberta, reports that owing to the non-completion of the railway east of Edmonton, the number of settlers going to that district has fallen off, but a large number of farmers are locating on purchased land in the district, and appear to be very prosperous. At the time of this report the crops are in excellent condition and show a substantial increase in area and every prospect of a heavy return.

J. M. McGovern, travelling immigration agent, east of Port Arthur, reports that the past has been one of the most successful and satisfactory during his twenty years' experience, in so far as the railway company has made greater efforts than ever to provide for the comfort and safety of the immigrant passengers passing through to the west; at the same time, he suggests that additional colonist cars are required. The work of the travelling agent is not by any means a sinecure. During a large portion of the year they are frequently on the road eighteen hours in the twenty-four, after which their time is largely taken up in making the daily report required for this office. The class of arrivals has been exceptionally good, and judging from conversation on the train, this officer is of the opinion that the young inexperienced Britisher who stays a year in Ontario before coming west is all the better for his experience. It is pleasing to note that so large a number of experienced farm labourers have passed through his hands this year, and he reports that not one of them has returned dissatisfied, the returning class being principally those whose former experience has unfitted them for life on a farm, or they were simply homesick; and possibly a small number of mechanics who had been misled by misrepresentations of unauthorized agents in the old country. The many nationalities represented among the immigrant arrivals proves that the information concerning Canada is being disseminated through very many parts of the world, thereby making Canada much better known than ever before. An increase is evident in the number of United States immigrants arriving by way of eastern Canada, which is evidence of the gratifying increase in interest through the states of Maine, New Hampshire, Vermont, Massachusetts, New York, Rhode Island, Ohio and Pennsylvania. Those passing through this officer's hands were experienced farmers specially adapted for settlement in western Canada. Quite a large influx from Ontario passed into western Canada, the people bringing with them their stock and effects. Considering the large number passing through on trains, there has been a remarkably small amount of sickness or indication of disease, and with the exception of an occasional case of measles, the only serious contagion was one case of small-pox, evidently contracted in Glasgow before embarkation, and arriving in western



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Canada fully developed. This gratifying condition is largely the result of the careful medical inspection at the seaports.

D. W. Agnew, travelling agent, with headquarters at Moosejaw, Assiniboia, reports that during the last twelve months 15,722 settlers passed into Canada over the 'Soo' line, bringing with them 2,563 cars of settlers' effects and stock. This shows quite a falling off compared with the previous year, which can possibly be accounted for by the washouts north and south of the line, which for five weeks, in the busiest portion of the immigration season made the railroad absolutely impassable. As evidence of the development in the districts contiguous to this line of railway may be mentioned that two elevators have been built at North Portal; one elevator and grist mill at Estevan; one elevator at Halbrite; grist mill at Weyburn; two new elevators at McTaggart; two at Yellow Grass; two at Milestone, and one at Rouleau. In addition, new sidings were put in between nearly all the stations on this railway. A large number of well-boring machines have been brought in by settlers themselves, and the difficulty of obtaining water has, to a great extent, been thereby overcome.

L. J. Clement, agent of Dominion lands, Brandon, reports that a very heavy influx of settlers has taken place in his district during the early part of 1904, the majority being from England. About 500 newcomers have been assisted to various situations during that time, the majority of course being with farmers, while many have bought or leased farms. Compared with last year's immigration in his own particular district, he estimates the arrivals to be nearly double, and notes with the rest of western Canada the necessity for a larger supply of desirable domestic help. The crop prospects are excellent, the estimated increase being fifteen per cent over the preceding year. The city of Brandon having developed into a distributing centre, the proposed new immigration hall will fill a long felt want, as during nearly the whole of the year new arrivals will present themselves requiring this temporary shelter, and the accommodation in the city is not sufficient for the purpose.

The agent of Dominion lands, Minnedosa, Manitoba, reports 271 homestead entries granted through his office during the past year, a decrease from the previous year, not caused by lack of demand, but because the demand could not be met, owing to the available desirable lands in the district being largely exhausted. Farm lands in the district have been changing hands freely at rapidly increasing prices. Notwithstanding the late spring, the area of land in crop is in excess of that in the previous year. Crops at the date of this report are well advanced, and give promise of an abundant harvest.

F. K. Herchmer, agent of Dominion lands, Dauphin, Manitoba, reports that indications point to a repetition of last season's good harvest. Considerable addition has been made to the area under cultivation. The coarser grains have only been grown for local consumption, and oats have been imported in considerable quantities for use on railway construction. More attention has been paid to stock, and the importation of first-class animals should be encouraged. Stock wintered well. Hay brought higher prices than ever. Many schools and churches have been erected, proving the permanent settlement of the district, and notwithstanding the shrinkage in homestead entries quite as many people came into the district as in former years. Many private sales of land have been recorded, and high prices have been obtained. Good wages have prevailed owing to the brisk demand for men, and the general health of the district appears to have been good. The number of homestead entries granted during the year was 379.

Mr. R. Claude Kisbey, agent of Dominion lands at Alameda, Assiniboia, reports the crop of 1903 very heavy in growth, but the continuous rains after cutting damaged some of the wheat. The crop prospect for the present season is satisfactory, not so much straw, grain healthy and heads large, and average 20 bushels to the acre. Most of the new settlers in this district are from the United States, many being returning Canadians, bringing plenty of American gold with them. All desirable homesteads are taken up within twenty-five miles of any railway in the district, and special care



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is being taken to cancel homestead entries which have not been completed by bona fide settlement. This policy is very beneficial, and secures for the district bona fide farmers who are doing well, and farming, as a rule, a half section of land each.

J. W. Hannon, agent of Dominion lands, Prince Albert, Saskatchewan, reports that owing to the unusual difficulty encountered by the railway service during the past spring, the settlement of lands in his district has been materially interfered with; the homestead entries have not reached the same high water-mark as they did last year, but the heavy stream of actual settlers going upon their lands has continued. The movement from Great Britain and from France has been more marked this year. Glen Mary continues to be the centre of the Scandinavian settlement, and the Hoodoo Plains are being rapidly settled by American-German Catholics, while many of the British newcomers have located at Shell Brook. The advance of the Canadian Northern Railway into the district is watched with great interest, and its early completion is very much to be desired. The prospect is favourable for good crops.

The agent of Dominion lands, Lethbridge, reports that southern Alberta is showing itself to be largely a mixed farming country, as well as one excellently adapted for stock, by the fact that homestead entries have greatly increased over the previous year. It appears that 1,731 secured homesteads in southern Alberta, and others have settled upon irrigated or railway lands. Most of these settlers are from the United States, and have sufficient means with which to commence farming. The oldest settlements have no homesteads now available, while new districts are rapidly filling up. The district appears to be prosperous.

The agent of Dominion lands, Calgary, reports that the immigration into the district has continued large, and settlement has directed itself rather more to the townships lying south of the main line than north. The number of homestead entries granted in this district was 2,676, an increase of 760 over the preceding twelve months. The settlers of the past year, as in previous years, have been of a very good class, and they appear to be well satisfied and contented. The city of Calgary itself has shown marked improvement in many ways, its population of 10,000 being almost double what it was four years ago. The crop does not appear to be up to the usual high average on account of rather too much rain, but the winter was exceptionally favourable, and stock came through well. Generally speaking, the prospects for a good crop and prosperity in the other industries are very gratifying.

The Agent of Dominion Lands, Red Deer, Alberta, reports a bountiful harvest was secured last year; large quantities of excellent hay put up for winter feeding; little snow until February, 1903, followed by cold weather, but live stock did not suffer. A large number of Texan cattle was imported into the Red Willow district east of Red Deer. Crops this year are in excellent condition, and not having too much rain, the roads are better than for some years past. The agent reports a Swiss colony situated in townships 38 and 39, ranges 18 and 19, west of the 4th meridian, to have received large numbers and are making good progress. A settlement of old country French farmers has been located in townships 38, 39 and 40, ranges 14 and 15 west of the 4th meridian. Quite a few Finlanders from the United States have settled near Snake Lake. All these people appear to be satisfied with their locations, and with the older settlers show excellent prospects. In this district there are now seven working creameries, all well patronized. In the town of Red Deer itself prosperity is very apparent, large numbers of buildings being in the course of erection. An important industry is the Blindman River Electric Power Company, now constructing their works at the junction of the Blindman river and the Red Deer river, and they intend to furnish electric power for industries and lighting in the adjacent towns. The district is gratified to see construction work commenced on a branch line of railway running east from Lacombe, and while the past year has been one of unprecedented prosperity for the Red Deer district, the correspondence would indicate something equally as good, if not better, for the coming year.

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A. G. Harrison, agent of Dominion lands, Edmonton, Alberta, reports that the arrivals in the district are mostly Canadians, British and Americans of a superior class. Some of the British settlers have gone sixty-five miles north-west of the town, while the Canadians and Americans appear to have gone eastward along the line of the proposed Canadian Northern Railway. The district is well settled within the radius above mentioned, and more surveys are needed in order to accommodate newcomers with free homesteads. The crop outlook is excellent, the large proportion of the crop sown being oats as usual, although the wheat acreage is on the increase. Live-stock appears to be in excellent condition, and while the present outlook is favourable, the district needs more railways and facilities for exporting and distributing the crop when grown. This agent remarks that throughout the entire district a feeling of confidence in the future is felt, provided the construction of the Grand Trunk Pacific Railway begins at an early date. Excellent reports on the capabilities of the Peace River country are received, but settlers are advised to locate nearer the present railways. Many settlers have used the North Saskatchewan River route from Edmonton to Fort Pitt; it has proved an easy way to travel, and furnishes a means of communicating with the interior and furnishing supplies for the accommodation of a large number of homesteaders who have pushed their way west of Battleford and into the Vermilion River district.

James Bannerman, agent of Dominion lands at Kamloops, B.C., reports the flow of immigrants to the agricultural parts of British Columbia greater during the past year than in the previous year. A number of the newcomers appear to come from the United States, and are making for the northern parts of the province in anticipation of the building of the Grand Trunk Pacific Railway.

John McKenzie, agent of Dominion lands, New Westminster, B.C., reports that notwithstanding the additional cost of transportation to this most western portion of the Dominion, a greater number than usual have come into that part of British Columbia, some of whom have settled in the Dominion lands belt, while others have purchased in the Okanagan Valley and other points where old time ranches have been sub-divided into smaller holdings for raising wheat, poultry, &c. As timber lands are being cleared, and lands are reclaimed, the dairying industry is attracting more attention. Well managed creameries are paying well. Chilliwack, Sumas, Matsqui and Mission City report very satisfactory progress, besides which a constantly increasing quantity of milk goes daily to Vancouver and New Westminster. The early opening of the \$1,000,000 steel bridge constructed for railway and wagon use across the Fraser river at New Westminster is expected to largely develop the central portion of the district lying south of the Fraser river. Although it is more difficult to make early progress in this district owing to the greater cost in the first instance in putting land under cultivation, yet the milder climate is attracting a number who have made money elsewhere, especially since satisfactory prices are obtainable for ordinary farm produce. Generally speaking, the district under the jurisdiction of this agent shows marked improvement over the previous year.

S. B. Paul, sub-agent of Dominion lands, Moosomin, Assiniboia, reports the acreage under crop in his district about twenty per cent in excess of the preceding year, and all settlers appear to be increasing the value of their farms to a very gratifying extent. Improved farms in this district now range from \$12.50 to \$27 per acre. There are no homesteads now available, and newcomers are obliged to purchase lands. This district appears to contain a great number of settlers from Great Britain, who are highly pleased with the conditions in which they are placed.

Spencer Page, sub-agent of Dominion lands, Wapella, Assiniboia, reports that most of the land in his district has been homesteaded, and only eighty-two applications for entry were made during the past year. The crop conditions are favourable, and general progress is noticeable in this district.

R. B. Taylor, sub-agent of Dominion lands, Grenfell, Assiniboia, reports that 114 homesteads were made at his office during the year, and most of the homestead lands



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have been taken up within a radius of forty miles. The settlers in this district come from all parts of the world, and special mention must be made of the settlement in townships 13 and 14, ranges 6 and 7, W. 2 M., known as the Stoetzel colony, containing about one hundred families of German-Americans, who came from Dakota, Minnesota, Wisconsin, Iowa and Illinois, whose progress has been very rapid and satisfactory. Throughout the whole district is every sign of advancement and prosperity, and crop prospects are particularly bright.

H. Martineau, sub-agent of Dominion lands, at Kutawa, Assiniboia, reports a steadily increasing population in his district, and settlements that one year ago had few people therein are to-day filled with settlers from all countries. Hundreds of homesteads have been taken during the year, and large tracts under ploughing and many comfortable dwelling houses are to be seen in every direction, and, in fact, prosperity presents itself to the eye of the stranger in this district.

F. J. Musgrave, sub-agent of Dominion lands, Estevan, Assiniboia, reports 505 homestead entries being made during the year, principally by persons of Scandinavian extraction and Germans, with a small proportion of Britishers and Canadians. No complaints have been heard, and the settlers appear to consider their treatment by the department as fair and reasonable. The prospects for harvest are very bright.

John R. Bunn, sub-agent of Dominion lands, Milestone, Assiniboia, reports a steady increase in the settlement of the Milestone district. About one hundred cars of settlers' effects have been unloaded at this point, the majority belonging to settlers from the United States. One hundred and sixty applications for homesteads were made in his office during the year. The population of the district is about equally divided between American and Canadian citizens, a number of the former being Scandinavians born in Sweden and Norway. The area under cultivation has doubled during the year, many homesteaders now having their entire quarter-section under crop, and buying adjoining land. In some cases a whole square mile is under cultivation. Three steam ploughs started to work in the vicinity; two have ceased operations because the engines were too light for satisfactory progress. A large area of land south of the Moosejaw creek and tributary to Milestone is still open for settlement. Some of it is more or less stony, but is generally rolling prairie, and suitable for ranching or mixed farming.

A. B. McGregor, sub-agent of Dominion lands, Davidson, Assiniboia, reports his district settling up very fast. Crops are looking well, and the people are well pleased with the prospects. The town of Davidson, which at the time of the previous report was practically not in existence, has progressed with the development of the surrounding country, and now boasts two general stores; two hardware stores; two large hotels; livery stable, blacksmith and machine shop, four implement warehouses, Dominion Lands office, sash and door factory and shops and offices, including a newspaper called the *Davidson Leader*. At this point it was found necessary to erect an immigration building in order to accommodate the large number of settlers going east and west of there.

Robert McIntosh, sub-agent of Dominion lands, Saskatoon, Saskatchewan, reports a considerable improvement in Saskatoon and surrounding district. Where last year farm buildings were built for convenience merely, they are now not only comfortable, but in many cases expensive and attractive. Land that was cropped last year has been re-sown and twice as much broken ready for next year. Steam ploughs are at work, and the country presents a prosperous and enterprising appearance. Schools are springing up in every place, yet there is room for more settlers. Through his office 1,279 homesteads were entered for during the year, the majority of these new-comers being well-to-do Canadian and American farmers, with a fair number from Great Britain. The district is clearly a mixed farming district, the land being splendidly adapted for wheat-raising, while at the same time it bears an abundance of grass. Surveys for new railways are being prosecuted in several directions, and Saskatoon bids fair to be a railway centre. The town itself now boasts four large churches, brick



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schools, three hotels, grist mill, three elevators, one cement works, brick works, cold storage, grain and other warehouses; and this officer is glad to report that the town council and enterprising business men of Saskatoon assist in every way the comfort and success of the new settlers.

M. J. Dubois, sub-agent of Dominion lands at Duck Lake, Saskatchewan, reports the crops looking exceedingly well and at the time of the report better than previous years. Old and new settlers are well pleased with the country. At this point a building has been purchased and is now being made suitable for an immigration hall, as it is found that Duck Lake is a very convenient point for settlers detraining who go east and west into new districts.

J. J. English, sub-agent of Dominion lands, Maple Creek, Assiniboia, reports the past fiscal year to have been very successful as regards new arrivals, the homesteads entered for being much in excess of any previous year. The new settlers are adapting themselves to mixed farming and dairying, which it is hoped, will prove profitable to them in a short time.

Joseph Nixon, sub-agent of Dominion lands, Macleod, Alberta, reports that during the fiscal year 462 applications for homestead entry were made in his office, and the number of settlers arriving and locating in that district was larger than in the previous season. Grain crops promise well, and all appear satisfied, and are making preparations for a much larger acreage next year. He mentions the district around Claresholm as being specially successful, and points to the fact that the settlers there purchased six car-loads of fall wheat for seed alone. The class of settlers has continued to be of a very superior kind, and no sickness has appeared amongst them. The building rented for immigration purposes at this point has been found to be of great benefit, and has been generally used by those who were unable to obtain hotel accommodation or desired to leave their families for a short period until shelter was erected on their homesteads.

J. M. Bender, sub-agent of Dominion lands at Nanton, Alberta, reports the crop showing well. About 300 homesteads have been taken up in this district during the present calendar year. The new-comers appear to be a very desirable class with means, and are already showing signs of settled prosperity.

W. E. Holmes, sub-agent of Dominion lands, High River, Alberta, reports that all the land within a radius of twenty-four miles east of High River is practically settled up, so far as homesteads are concerned, and as far west as the west boundary of range 2, w. 5th meridian. About 500 homestead entries were made at this office during the year, the greater number being people from the United States, all appearing to be well pleased with the country and its prospects.

Clinton C. Reed, sub-agent of Dominion lands at Ponoka, Alberta, reports that the new arrivals have been seeking land to purchase or rent, as a choice of homestead lands is not to be obtained within forty miles west or sixty miles east of Ponoka. This lack of homesteads, and the arrival of people at Ponoka who could not obtain same within a reasonable distance, have given the impression that a number of people have become dissatisfied with the country. It is understood that they have moved to other parts and secured what they desired. This condition emphasizes the necessity for more railways to reach the land which is now unsettled, but too far from railway communication to induce new arrivals to take the same up. The prosperity of the district can be measured by the fact that all sales of stock, &c., in the district have been for cash, and the goods offered bring a good price. The district is progressing satisfactorily. Schools are being established from time to time, and the settlers are taking advantage of the district, which appears to be splendidly adapted for the butter and cheese industry. The demand for good beef and milch cows is constant and active, and the general condition of all livestock appears to be good. The crop area, while somewhat increased, will not show as good result as previous years, and may be accounted for by the inferior quality of seed sown by the farmers. The lumbering industry is increased in the district, and two saw-mills will cut from three to four million feet of lumber this season.

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J. B. Holden, sub-agent of Dominion lands, Leduc, Alberta, reports the settlers well contented, and breaking a large acreage for next year's operations. The crops are somewhat later this year than last, but under favourable conditions, should give excellent results.

Alexander Stenberg, land guide at Ohlen, Assiniboia, reports New Stockholm colony making good progress, a lot of new land being broken each year. The homesteads are all taken, and the crop looks excellent.

Thomas Paulson, land guide at Foam Lake P.O., Assiniboia, reports a continuous stream of home-seekers since the spring opened, and most of the land is taken up in townships 32 and 33, ranges 15, 16 and 17, west of the 2nd meridian. Those settled appear satisfied, and have sent for their friends, which has caused rapid settlement of the district. Many are experienced farmers, and brought the necessary stock and effects to commence work immediately. The hay crop is abundant, and grain crops look well. This locality is now covered by the survey of the Yorkton extension of the Canadian Pacific Railway, which it is hoped will afford them relief at an early date.

William McTaggart, land guide, Swift Current, Assiniboia, reports sixty-four homesteads were entered at that point, and the wheat, oats and flax which have been sown in the district well advanced. He is of the opinion that if the settlers do their part, the land in this district is capable of producing first-class crops.

A. E. Guinn, land guide at Melfort, Saskatchewan, finds his district this year connected by the Canadian Northern Railway with the outside world, and realizes all that this means to the settler who homesteaded there in previous years, and very naturally reports a lack of unsurveyed land in his district to accommodate new-comers who have been crowding in during the past year. He reports that the homesteaders have become permanent residents, having built houses and broken considerable land, some having as much as fifty acres broken. The crop prospects are satisfactory.

Harry Botwell, land guide on the Vermilion river, Saskatchewan, reports extraordinary development and settlement of his district. He located his own homestead on section 36, township 50, range 6, west of the 4th meridian, ten months ago, and at that time there were only two other persons in the district within a radius of thirty miles all around. Since that time at least two hundred settlers have located within the area mentioned, mostly American and Canadian, and a few Britishers, all of a very desirable class, who have been busy breaking land and in building operations. This district is one of the best in western Canada, and when the Canadian Northern Railway, now located therein, is constructed, will be a specially fine locality for agriculture. The Vermilion river affords good fishing, and its banks contain an abundance of coal and timber. Plenty of first-class homesteads are yet to be obtained two or three miles back from the located railway, and another twelve months will see a great change in the Vermilion river district.

Alexander K. Thom, land guide at Quill Lake, Assiniboia, reports a large number of people settling in his district, well satisfied, and he believes are occupying one of the choicest spots in the whole great west. The advent of the Canadian Northern Railway through the district is increasing the value of the lands very considerably.

Matthew Cook, land guide at Lamerton, Alberta, reports the acreage under crop greatly increased over the preceding year, and prospects very encouraging. A very large amount invested in livestock is evidence of confidence in the future. He has not heard of a single dissatisfied settler, or any one desirous to return to the United States. This agent recommends that some of the smaller lakes be stocked with a supply of fish for the use of settlers. The construction of the railway from Lacombe east has greatly encouraged the farmers in this locality, and they are increasing their operations preparatory for next season.

J. H. Vanalstyne, land guide at Leduc, Alberta, reports the acreage in crop fifteen per cent larger than the previous year, and prospects very satisfactory. The cattle presents a splendid condition, and the increase is large. The hog industry is growing.



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and supplying a large pork factory in this village. The settlers appear to be an excellent class, and this agent recommends that a sum of money be provided for the purpose of making roads, so that they may get in and out to the railway without inconvenience or difficulty.

Thomas Baird, land guide, Red Willow, Alberta, reports upon the settlement of the district as far east as range 12, w. 4th meridian, where there is a lot of fine country, and room for many hundreds of settlers. A large majority of the new-comers have been from the United States, and their progress is marked by the numerous houses now dotting the landscape, which until this year was untouched by human beings. Crops of all kinds are doing well, with a largely increased area. Pasture and hay cannot be surpassed. Two saw-mills are at work on the Willow and Big Knife creeks, adding convenience to the settlers on their arrival. A French colony has been started in township 40, range 16, w. 4th meridian, and the colonists propose to erect a church on section 18 in township 40, range 15, w. 4th meridian. The great demand is for railways, and the settlers desire the Grand Trunk Pacific, or some other transcontinental built at once, as many of them are seventy-five miles from railway accommodation to-day.

Solomon Todd, land guide at Olds, Alberta, reports the crops are looking very well, and all indications point to a heavy yield. New settlers are arriving all the while, and all appear to be well satisfied with their condition. Over five hundred applications for homesteads were received at the Olds sub-land agency during the year.

Thomas M. Haig, land guide, Claresholm, Alberta, reports that during the year nearly nine hundred homestead entries were made in his district, and fully one hundred farmers purchased land. He says that the new-comers are principally well-to-do men with families. Fully two-thirds of the homesteaders have arrived and settled in the country. The crop prospects are excellent, and the settlers appear well pleased with their new homes.

J. S. McDonald, land guide at Heather Brae, Alberta, reports settlers moving into his district very freely, and it is nothing uncommon to see from ten to twenty teams with settlers' effects passing along in one day to the district east of Heather Brae. This agent meets most of them, and they are well satisfied with their choice of locality. The older settlers state that Alberta winters are much milder than in that part of the States whence they came. It is pointed out that some of the successful settlers arrived in the district with little or no money, and have now from sixty to two hundred head of cattle, besides other stock. There is great demand for railway accommodation, as the influx of settlers has compelled the new arrivals to go a long distance east.

From the foregoing it may reasonably be assumed that the development and settlement of western Canada, which took such a tremendous step forward during the preceding fiscal year, has been fully maintained during the year now closed. Such rapid progress and filling up of the country cannot but assure immunity from commercial depression for some years to come. Indeed, one cannot be over-optimistic if he states that the large influx of new arrivals, with their attendant means and effects, coming into western Canada year after year, precludes the possibility of any depression of an appreciable character.

The fact that there is so large an increase of land under cultivation proves the actual settlement of desirable agriculturists upon the land; and the general prosperity of those operating in the agricultural line becoming known to others outside Canada has caused, by a demand for land, a continued increase in land prices. The day of \$3 railway lands is long since past. The day of \$5 railway land has gone by; and indications are that, before 1904 closes, wild land that was \$3 some years ago will not be offered for less than \$8 per acre; and, even at this price, there is considerable margin for still further rise in value until the great disparity between the price of equal land in the United States and in Canada has largely disappeared.

Before closing my report, I desire to express the great satisfaction which the construction of the new immigration building at Winnipeg will afford those interested. It has been a much-needed accommodation, and it is hoped will afford necessary shelter



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and convenience for immigrants for some years to come. Nevertheless, indications show that within an early date smaller buildings will have to be erected to accommodate the large numbers who will be settling in districts of the North-west which are now practically unknown.

Respectfully submitted,

J. OBED SMITH,

*Commissioner.*

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## No. 2.

## REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

BRANDON, August 12, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit to you a report of my work from June 30, 1903, to June 30, 1904.

In July, 1903, I inspected the British colony west of Battleford, and reported upon the work of the farm instructors, land guides and other officers engaged in permanently settling this colony, which is located about the 4th meridian, and the officers of the department did good work in giving the necessary instructions, finding the locations, and starting the colony in a proper manner to insure success. Finding the work of these officials pretty well consummated, the work was closed up.

I also inspected the Nestorian colony, settled in the vicinity of Battleford, and completed such arrangements as insured their permanent settlement. Reports dated July 7 and 23, 1903, addressed to the Superintendent of Immigration.

During the month of July I investigated the conditions on the Prince Albert Railway, being the work done by the Saskatchewan Valley Land Company, and I found that this company had placed about 946 settlers in what was known as the arid belt between Aldsbury and Hanley, and that this district was making great progress. Particulars are submitted in report dated July 24, 1903, to the Superintendent of Immigration.

During the same month I inspected the Galician colony at Rosthern, which was established in June, 1898, when about forty families were placed on the east side of the south branch of the Saskatchewan river. This colony has been supplemented annually, and at present we have about 5,000 souls. They have been in a position, like all other Galician colonies, for the past few years, to receive their fellow-countrymen and put them in a position to become established without incurring much trouble to the department. They have made great progress, have proved excellent settlers, are good workers, have given the best satisfaction to their employers, and the young women make good domestic servants.

I also inspected the Hungarian colony at Crooked Lakes. This colony is making good progress and possesses a good country.

I also made an inspection of the German Catholic colony, who had placed 500 families in a new district called Leofeld in the Crooked Lake district.

Also a report of the Doukhobor community on the north branch of the Saskatchewan River. These people have made excellent progress notwithstanding the fact that a few of them still retain some peculiar religious ideas. Their districts are supplied with excellent horses, a good equipment, and they are accumulating money very rapidly.

A report of inspection of the Barr colony, showing the progress made by the new British colony. About 250 families remained in the vicinity of the 4th meridian, which would be from townships 47 to 51, inclusive, ranges 23 west 3rd, to range 1, west 4th. In addition about 115 families were placed in Jack Fish Lake country. A number of others at Bresaylor, some at Eagle Hills, so that about 50 per cent of the original movement were placed in other districts, and a number of important and progressive British settlements will be established through this movement. Particulars



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of above nationalities in report dated July 24, 1903, addressed to the Superintendent of Immigration.

I accompanied the British editors through a portion of western Canada. They were received with great respect by all classes of representative people, and their trip through western Canada was of great interest to themselves and will be of great benefit to the country. Report August 27, 1903, addressed to the Superintendent of Immigration.

I placed the exhibit for the department at Springfield, Ill., and attended the Illinois State Fair. Our exhibit was very creditable and thousands of people saw the wonderful productions of western Canada and received our literature. This was one of the most perfect displays of our products that I have been permitted to place on exhibition in the United States. Report dated November 2, 1903, addressed to the Superintendent of Immigration.

Report to deputy minister on British colonies, August 21, 1903.

Inspection of Doukhobor settlement, Galicians and Germans, settled in the Yorkton district, all nationalities showing great progress. Referring more particularly to the Doukhobors, their crops were good, their net earnings from railway and other work amounted last year to two hundred and fifteen thousand dollars. They have replenished their district with four hundred horses, three grist mills, three saw-mills, eight steam threshers and an excellent equipment.

Galicians.—They were established in this district in 1897, they have become wealthy, are large producers, consume a great deal of our manufactured products. There is evidence of thrift everywhere among this colony.

Germans.—These people were established in 1890. They are among our best settlers and have become wealthy. Report dated September 8, 1903, addressed to the Superintendent of Immigration.

Under instructions from the deputy minister, dated September, 1903, I proceeded to inspect the British colony in Saskatchewan, looking into the progress and prospects of these people, completing arrangements for their accommodation and care during the winter, seeing to the building of an immigration hall at Lloydminster, the preparation of buildings at Battleford in the barracks, and examining the condition generally of these people. Complete report addressed to the Superintendent of Immigration, dated October 30, 1903. Also further reports dated November 9, November 21, 1903, addressed to the deputy minister and the Superintendent of Immigration.

Also the examining of the progress of certain British settlements belonging to the Barr movement, report dated October 30, 1903, addressed to J. O. Smith.

Inspection of Galician settlements, Shoal Lake and Strathclair, report November 20, 1903, to W. D. Scott, Superintendent of Immigration.

Report on Doukhobors in Yorkton, dated December 15, 1903, addressed to J. O. Smith, Commissioner of Immigration.

A full report of the colonization work done by the Saskatchewan Valley Land Company, addressed to the secretary of the Department of the Interior, dated December 22, 1903. This report shows sixteen hundred and forty-two homestead entries were completed as a result of this company, and these settlers placed in districts that we had been unable to colonize. Through their efforts other progressive colonies were established.

Report on Doukhobor community addressed to the Superintendent of Immigration, dated January 3, 1904. Also a report on future colonization work in Saskatchewan, dated January 3, 1904.

Inspection of Galicians and others in the Riding Mountain district, also report on new districts, dated January 15, 1904.

Reports, dated January 26 and 28, 1904, contrasting and comparing our immigration with that of other countries, showing that 95 per cent of all foreigners coming to Canada, seeking land and homesteads, become agriculturists and develop the natural resources of Canada, and that they have been a great acquisition to the labour market.



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Without them railway and other work could not proceed, they are frugal and self supporting from their arrival. They have a wholesome regard for Canadian law. The inferior type arriving comprise one-half of one per cent, so that Canada is securing a very superior class of people. That class coming into the United States comprise seventy per cent of their European immigration, not referring to the Argentine Republic.

A report on Galicians, Hungarians and Doukhobors in Saskatchewan, dated January 28, 1904, addressed to the Superintendent of Immigration.

Investigation and report at Yorkton, Dominion Lands Department, addressed to J. G. Turriff, dated February 8, 1904.

Report on districts for colonization in Manitoba, dated February 19, 1904, addressed to W. D. Scott.

Report on Doukhobor community in Assiniboia, March 4, 1904, addressed to W. D. Scott.

Report on the British colony, dated April 4, 1904, concerning the progress of the British settlers and the completion of arrangements to give them an advance of seed grain, full particulars of report to W. D. Scott.

Also list of all British settlers settled in Saskatchewan. Report bearing same date.

Inspection of town of Lloydminster under instructions of deputy minister, report to deputy minister, April 6, 1904. Report on delayed emigrants at Regina, to J. O. Smith, April 28, 1904.

I beg to observe that during the month of April traffic was intercepted at points in the United States and Canada owing to high water and wash-outs. Considerable detention was caused to settlers arriving at their destination. I was obliged to remain at Regina and other places caring for the delayed immigrants.

The settlers were cared for, and received every comfort. The districts where the seed grain supply was short were all supplied, and no hardship was encountered by the settlers while they were detained. Report dated April 29, 1904.

In May I proceeded to Lloydminster, inspecting the different settlements, as well as the British colony. Report submitted to the Superintendent of Immigration, dated June 13, 1904.

Also report on conditions existing on the Prince Albert Railway, dated June 13, 1904.

Under instructions from the Dominion Lands Department, I submitted a full report on the Doukhobor reservation in Saskatchewan, dated June, 1904.

I beg to state that the movement of immigrants for the past year has been very uniform, and that there has been a steady stream of very superior people. We have received about nine thousand five hundred Ruthenians; about sixty per cent of these have settled on land. We have received about eight thousand eight hundred Scandinavians, being Norwegians, Swedes and Danes. We have received about nine thousand Germans, and may expect this movement to be largely increased, as the German Colonization Company, when their people have arrived, will have a thousand families in the district of Saskatchewan, east of the river. We have had about two thousand French people. There is general contentment everywhere, and promise of an abundant harvest. Certain districts that have been considered arid and dry have been settled through the energy and policy of the department, and I am pleased to say that they are at present the scene of great agricultural activity, where for many years previous they remained uninhabited and barren. Our settlers are contented and satisfied, and have a bright prospect before them, and with the promise of increased railway facilities they are so hopeful that the productions of our good country will be carried to the market that great development will follow the next few years.

I beg to call your attention to some new districts available for colonization:—

Townships 51 to 53, inclusive, ranges 23 to 27, north of Prince Albert, west of the 2nd meridian, is especially adapted for Ruthenian colonization.

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Townships 44 to 42, inclusive, ranges 19 to 22, west of the 2nd meridian, is an excellent country, and contains a quantity of available good land.

Townships 4 to 7, inclusive, ranges 14 to 17 west 2nd meridian is a very desirable district.

Townships 7 to 79, inclusive, ranges 1 to 10, west 3rd, north of Wood mountain; also east side of Wood mountain, township 1 to 10, inclusive, ranges 25 to 28, west 2nd; Townships 1 to 10, ranges 11 to 14, west 3rd. Some very desirable colonization land in the Wood mountain district.

Townships 18 to 20, ranges 6 to 15, west 3rd meridian, between Canadian Pacific Railway and Saskatchewan river, is a beautiful open country, a good soil, and well suited for German people.

Townships 28 to 34, ranges 9 to 28, west 3rd meridian, west side south branch Saskatchewan river, opposite Hanley and Dundurn, contain a great quantity of excellent land.

Townships 40 to 43, ranges 20 to 24, west 3rd meridian; a beautiful open country, southwest of Battleford. The projected line of the Grand Trunk Pacific should open up the districts before mentioned.

Townships 45 to 53, ranges 17 to 30, west of 3rd meridian, north side of north Saskatchewan, in the Turtle river district, contains a great deal of very desirable colonization land.

Townships 43 to 46, ranges 11 to 13, west of 4th meridian, east of Wetaskiwin; there is considerable homestead land in this district of a good quality.

Townships 36 to 42, ranges 15 to 17, east of Red Deer. This is a very desirable district.

Townships 38 to 43, ranges 3 to 8, west of 5th meridian, west of Red Deer. There is much desirable homestead land here especially adapted for mixed farming.

I might intimate that from north of Prince Albert to Edmonton, from township 48 to 58, a distance north and south of sixty miles, from the 3rd to the 5th meridian, a distance of three hundred and sixty miles, there is a great deal of very desirable homestead land, and many progressive colonies could be founded. I might refer to the Swan river valley along the Canadian Northern Railway, the Carrot river district, the Kamsack and Quill lakes district; these are all very desirable districts, and homesteads can be readily secured in them. In conclusion, I beg to point out that the people settled in western Canada are making good progress, and many wealthy colonies have been established during the last seven years. There is a prospect of an abundant harvest and a hopeful outlook for the future. Doubtless the progressive policy of the department has every assurance of the very best results.

Your obedient servant,

C. W. SPEERS,  
*General Colonization Agent.*



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# REPORTS OF AGENTS AND OFFICIALS IN EASTERN CANADA

## No. 1.

### REPORT OF THE IMMIGRATION AGENT AT ST. JOHN, N.B.

(*J. V. Lantulum.*)

ST. JOHN, N.B., June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit for your information a report of the arrivals of passengers at the port of St. John, N.B., for the year ending June 30, 1904.

Cabin.. . . .	542
Steerage.. . . .	12,023

Their destinations were :—

Cabin—	
Canada.. . . .	538
United States.. . . .	4
Steerage—	
Canada.. . . .	8,841
United States.. . . .	3,182

And they were divided as to sexes as follows :—

Cabin, Canada—	
Males.. . . .	328
Females.. . . .	156
Children, under 14.. . . .	54
	538

Cabin, United States—	
Males.. . . .	2
Females.. . . .	1
Children, under 14.. . . .	1
	4

Steerage, Canada—	
Males.. . . .	6,342
Females.. . . .	1,312
Children, under 14.. . . .	1,187
	8,841



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## Steerage, United States—

Males. . . . .	1,797
Females. . . . .	708
Children, under 14. . . . .	677
	<hr/>
	3,182

The steamships of the Eastern Steamship Company plying between Boston, Portland, Eastport and St. John landed 14,017 passengers, mostly tourists and returning Canadians.

The following statements are appended :—

tatement A.—Monthly arrivals of cabin passengers for Canada.

“ B.—Monthly arrivals of cabin passengers for United States.

“ C.—Monthly arrivals of steerage passengers for Canada.

“ D.—Monthly arrivals of steerage passengers for United States.

“ E.—Showing sexes, occupations and destinations of the different nationalities remaining in Canada.

“ F.—Showing sexes of the different nationalities going to the United States.

Your obedient servant,

J. V. LANTALUM,

*Dominion Government Immigration Agent.*



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## STATEMENT B—Showing Monthly Arrivals of Cabin Passengers for United States.

Months.	ENGLISH.				U. S. CITIZENS.			
	Sexes.				Sexes.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
1903.								
July.....								
August.....								
September.....								
October.....								
November.....								
December.....								
1904.								
January.....	1			1				
February.....					1	1	1	3
March.....								
April.....								
May.....								
June.....								
Totals.....	1			1	1	1	1	3

J. V. LANTALUM,

*Dominion Government Immigration Agent.*

ST. JOHN, N.B., June 30, 1904.



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STATEMENT C.—Showing Monthly Arrivals of Steerage Passengers for Canada.

Months.	SEXES.			Total.	NATIONALITIES.																														
	Male.	Female.	Children.		Australia.	Austria.	Hungary.	Bohemian.	Buckowinian.	Galician.	Hungarian.	Slovak.	Belgian.	Dutch.	French.	German.	English.	Welsh.	Scotch.	Irish.	West Indian.	Jamaican.	Greek.	Russian Hebrew.	German.	Italian.	New Zealand.	Poles.	German.	Russian.	Austrian.	Roumanian.	Russian.	Finn.	Spanish.
1903.																																			
July.	14	9	1	24																10															
August.	29	2	5	36																3															
September.	11	3		14																															
October.	4	2	1	7																															
November.	314	116	120	550		8	7	5	2	12	14	14	4	6	170	3	26	10	2	10	2	1	10	9		26	10	3	58	101	7				
December.	655	284	227	1,166		15	6	2	9	2		17	31	41	349	6	70	20								19	10	2	56	180	153	35	1		
1904.																																			
January.	363	96	76	535		14		2	26	2	2	55	4	3	138	2	21	9	9							30	9	5	94	87	2				
February.	840	167	110	1,117		26		10	9	11	11	61	3	21	22	389	3	88	30	4						33	16	9	5	84	138	3			
March.	1,680	257	262	2,199		52		6	23	35	48	94	16	9	39	802	18	111	53	53					1	290	68	4	4	51	261	7			
April.	2,407	371	375	3,153		56		107	446	22	2	75	1	7	63	983	4	88	88	88					1	815	2		19	201	1				
May.																																			
June.	25	5	10	40																															
Totals.	6,342	1,312	1,187	8,841	3	171	13	8	149	527	95	2	316	20	76	174	2,831	36	404	210	13	2	60	19	2	1,216	2	113	2	96	4	467	943	54	2

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STATEMENT C.—Showing Monthly Arrivals of Steerage Passengers for Canada—Concluded.

Months.	NATIONALITIES.											OCCUPATIONS						DESTINATIONS.							Totals.							
	Swiss.	Danes.	Iceland.	Swedes.	Norwegians.	Armenians.	Egyptians.	Syrians.	Arabians.	United States Citizens.	Flemish.	Ret'd Canadians.	Tourists.	Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classified.	Totals.	Lower Provinces.	Quebec.		Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.	Tourists.	
1903.																																
July.....	..	..	..	..	..	..	..	..	..	..	..	..	24	24	..	..	..	..	..	..	24	..	..	..	..	..	..	..	..	..	24	
August.....	..	..	..	..	..	..	..	..	..	..	..	..	26	26	..	10	..	..	..	..	26	..	..	..	..	..	..	..	..	..	26	
September.....	..	..	..	..	..	..	..	..	..	..	..	..	4	14	..	..	..	..	..	..	14	..	..	..	..	..	..	..	..	..	4	
October.....	..	..	..	..	..	..	..	..	..	..	..	..	6	7	..	..	..	..	..	..	7	..	..	..	..	..	..	..	..	..	6	
November.....	3	7	11	5	1	..	..	..	..	..	..	38	..	550	61	154	127	20	13	19	156	..	550	71	115	138	84	67	37	38	..	550
December.....	7	6	136	1	5	..	..	6	1	..	..	63	5	1,166	109	287	254	48	43	60	365	..	1,166	126	334	313	219	67	39	63	5	1,166
1904.																																
January.....	..	..	..	4	..	..	..	..	..	..	..	23	1	535	39	120	107	23	78	24	144	..	535	133	146	110	76	41	5	23	1	535
February.....	4	2	17	2	1	2	..	..	3	..	..	82	43	1,117	205	260	235	29	76	23	289	..	1,117	134	277	259	204	80	38	82	43	1,117
March.....	230	..	23	17	1	..	..	..	..	..	..	92	6	2,199	725	845	291	22	14	31	271	..	2,199	100	356	399	853	329	64	92	6	2,199
April.....	210	..	3	6	1	..	..	5	..	..	..	114	7	3,153	986	1,337	288	27	146	38	331	..	3,153	207	629	492	1,294	335	75	114	7	3,153
May.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
June.....	..	..	..	..	..	..	..	..	..	..	..	4	36	40	..	..	..	..	..	..	40	..	40	..	..	..	..	..	4	36	..	40
Totals.....	1855	194	31	9	2	5	9	1	4	424	158	8,841	2,125	3,013	1,302	169	370	195	1,667	8,841	784	1,857	1,711	2,730	919	258	424	158	8,841			

J. V. LANTALUM,  
Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT D.—Showing Monthly Arrivals of Steerage Passengers for United States.

Months.	SEXES.			NATIONALITIES.																				Totals.								
	Male.	Female.	Children.	Total.	Austrian.	Galician.	Hungarian.	Belgian.	Dutch.	French.	German.	Prussian.	English.	Welsh.	Scotch.	Irish.	West Indian.	Greek.	Italian.	Poles.	Russian.	Roumanian.	Russian.		Danes.	Swiss.	Spanish.	Swedes.	Norwegians.	Armenians.	U.S. Citizens.	
1903.																																
July	17	2		19													19														19	
August																																
September																																
October	292	172	150	614	19	1	22	2	1		23	11	11		1			1	2	5	2	53		15	47	42		2			614	
November	429	204	168	801	12		3		3		62	53	5	1				2	1	8		24		30	95	38	45	3			801	
December																																
1904.																																
January	265	105	110	480	23		5				18	8	9		1				2	9		18			6						480	
February	359	83	84	526	4	2	5	1			40		18		1				10	14				12	22	11	6				526	
March	311	90	104	505	11		14	1	7	1	46	11	2	1	1			3	7	26		4		39	13	33		8			505	
April	124	52	61	237	12	7	4	4		2	75		9		5				24					6	9	9		1			237	
May																																
June																																
Totals.	1,797	708	677	3,182	81	10	53	8	11	3	264	8	111	2	8	9	19	6	46	62	2	99		108	197	139	59	13			3,182	

J. V. LANTALUM,  
*Dominion Government Immigration Agent.*

ST. JOHN, N. B., June 30, 1904.



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## STATEMENT F.—Showing Sexes of the different Nationalities destined for the United States.

Nationalities.	SEXES			Total.
	Male.	Female.	Children.	
Austrian .....	48	15	18	81
Galician .....	4	3	3	10
Hungarian .....	17	21	15	53
Belgian .....	8			8
Dutch .....	5	1	5	11
French .....	1	2		3
German .....	114	67	83	264
Prussian .....	3	4	1	8
English .....	42	28	41	111
Welsh .....	2			2
Scotch .....	3	1	4	8
Irish .....	5	2	2	9
West Indian .....	17	2		19
Greek .....	6			6
Italian .....	43	2	1	46
Poles .....	40	15	7	62
Russian .....		1	1	2
Roumanian .....	24	38	37	99
Russian .....	1,048	322	343	1,713
Finns .....	67	49	31	147
Spanish .....	1			1
Swiss .....	3			3
Danes .....	70	28	10	108
Swedes .....	92	62	43	197
Norwegian .....	98	24	17	139
Armenian .....	27	19	13	59
United States Citizens .....	9	2	2	13
Totals .....	1,797	708	677	3,182

JAMES V. LANTALUM,  
*Dominion Government Immigration Agent.*

ST. JOHN, N.B., June 30, 1904.

4-5 EDWARD VII., A. 1905

STATEMENT E.—Showing Sexes, Occupations and Destinations of the Different Nationalities remaining in Canada.

Nationalities.	SEXES.		OCCUPATIONS.								DESTINATIONS.						Totals.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Male.	Female.	Children.	Totals.	Agriculturists.				Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not Classified.	Totals.	Lower Provinces.					Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.	Tourists.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

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Romanian.....	221	155	91	467	31	203	98	3	40	120	467	6	368	51	32	10	.....	467
Russian.....	521	173	249	943	141	393	219	7	18	165	943	99	200	107	427	109	.....	943
Finns.....	28	18	8	54	.....	22	4	.....	9	19	54	4	2	85	5	2	6	54
Spanish.....	2	.....	.....	2	.....	.....	1	.....	.....	.....	2	.....	.....	1	.....	.....	.....	18
Swiss.....	16	1	1	18	6	1	8	3	.....	.....	18	2	3	3	4	6	.....	55
Danes.....	42	11	2	55	14	23	5	2	4	5	55	28	3	5	7	12	.....	1
Iceland.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1	.....	.....	94
Swedes.....	55	23	16	94	11	47	9	1	1	13	94	3	8	6	52	20	.....	31
Norwegian.....	27	2	2	31	8	16	2	2	.....	3	31	1	2	15	4	7	2	.....
Armenian.....	9	.....	.....	9	.....	8	1	.....	.....	.....	9	.....	.....	9	.....	.....	.....	.....
.....	1	1	.....	2	.....	1	.....	.....	.....	1	2	2	2	.....	.....	.....	.....	.....
Egyptian.....	1	1	.....	5	.....	3	.....	.....	.....	2	2	.....	5	.....	.....	.....	.....	.....
Syrian.....	3	2	.....	9	.....	6	1	.....	.....	2	5	4	2	.....	3	.....	.....	.....
Arabian.....	6	1	2	9	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....
U. S. Citizens.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....
Finnish.....	4	.....	.....	4	2	2	.....	.....	.....	.....	4	.....	.....	.....	1	3	.....	.....
Returning Canadians.....	303	71	50	424	.....	.....	.....	.....	.....	424	424	.....	.....	.....	.....	.....	424	424
Tourists.....	114	23	21	158	.....	.....	.....	.....	.....	158	158	.....	.....	.....	.....	.....	158	158
Totals.....	6,342	1,312	1,187	8,841	2,125	3,013	1,302	169	370	1,667	8,841	784	1,857	1,711	2,730	919	258	8,841

JAMES V. LANTALUM,  
Dominion Government Immigration Agent.

St. John, N.B., June 30, 1904.



4-5 EDWARD VII., A. 1905

No. 2.

REPORT OF THE QUEBEC AGENT.

(P. Doyle.)

QUEBEC, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1904, with tables giving the numbers of immigrants brought to this port by each line of steamers, their nationalities, trade and callings, general destinations, &c.

Your obedient servant,

P. DOYLE,  
*Dominion Government Immigration Agent.*

The arrivals for the year, compared with those for the same period in 1903, were as follows :—

	1903.		1904.		Increase.	Decrease.
	Cabin.	Steer- age.	Cabin.	Steer- age.		
England.....	4,414	49,421	4,071	47,768	.....	1,996
Ireland.....	4	170	.....	.....	.....	174
Scotland.....	173	3,942	251	5,537	1,673	.....
Germany.....	.....	.....	.....	1,693	1,693	.....
France.....	.....	.....	34	761	795	.....
Belgium.....	.....	.....	.....	2,331	2,331	.....
	4,591	53,533	4,356	58,090	6,492	2,170
	.....	4,591	.....	4,356	21,70	.....
Grand Total .....	.....	58,124	.....	62,446	4,322	.....

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The number of cabin and steerage by each line was as follows :—

	Cabin.	Steerage.	Total.
<i>Allan Line.</i>			
Weekly steamers from Liverpool .....	2,421	20,993	23,414
" " Glasgow .....	251	5,537	5,788
<i>Dominion Line.</i>			
Weekly steamers from Liverpool .....	2,672	26,530	29,202
Weekly steamers from Liverpool .....	966	11,047	12,013
<i>C. P. R. Atlantic SS. Service.</i>			
Weekly steamers from Liverpool .....	669	15,572	16,241
" " Avonmouth .....	15	156	171
" " Antwerp .....		2,331	2,331
" " Hamburg .....		1,693	1,693
<i>Franco-Canadienne Line.</i>			
Steamer from Bordeaux .....	684	19,752	20,436
Steamer from Bordeaux .....	29	449	478
<i>Canadian Lines Limited.</i>			
Steamers from Havre .....	5	312	317
	4,356	58,090	62,446

TABLE showing the number of Immigrants landed at Quebec, assisted to emigrate by various Societies during the Year ending June 30, 1904.

By whom sent out.	ADULTS.		CHIL- DREN.		Infants.	Total.	Destinations.
	Male.	Female.	Male.	Female.			
Dr. Barnardo, London .....			262	241		503	Ontario and Manitoba.
United British Women's Emigration Association, London, Hon. Mrs. Joyce .....	28	202	8	2	4	244	General.
The Catholic Emigration Association, 105 Shaw St., Liverpool .....			112	53		165	Montreal.
The Canadian Catholic Emigration Society, 5 Westmoreland Bridge, London .....			98	23		121	Ottawa.
Home of Industry, Bethnel Green Road, London, Mr. Merry .....			99	21		120	Stratford, Ont.
Church of England, Waifs and Strays Association, London .....			35	27		62	Sherbrooke, P.Q., and Ni- agara on The Lake, Ont.
Bristol Emigration Society .....			47	14		61	St. John, N.B.
Manchester and Salford Refuges and Homes, Manchester .....				25		25	Belleville, Ont.
Children's Aid Society, 32 Charing Cross, London The Sheltering Homes, Myrtle St., Liverpool, Mrs. Birt .....			21			21	Winnipeg.
The Self Help Emigration Society, London .....			15	4		19	Knowlton, P.Q.
East End Emigration Fund, Newmarket St., London .....			14			14	Montreal.
Working Boys Home, 9 Great George Square, Liverpool .....				11		11	"
Children's Home, Bonner Road, London .....				7		7	Lennoxville, P.Q.
The Philanthropic Society, Farm School, Redhill, Surrey .....				1		1	Montreal.
			1			1	"
Total .....	28	202	731	410	4	1,375	

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STATEMENT of the number of passengers arrived at the Port of Quebec, distinguishing the countries from whence they sailed, up to June 30, 1903-1904.

	1903.	1904.
England—		
Liverpool .....	53,835	51,668
Avonmouth .....		171
Ireland—		
Londonderry .....	184	
Scotland—		
Glasgow .....	4,105	5,788
France—		
Bordeaux .....		478
Havre .....		317
Belgium—		
Antwerp .....		2,331
Germany—		
Hamburg .....		1,693
	58,124	62,446

THE nationalities of the Cabin passengers brought out by each line were as follows :—

	Armenian.	Belgian.	Dutch.	French.	German.	Greek.	GREAT BRITAIN.				Swedish.	United States Citizens.	Returned Canadians.	Tourists.	Total.
							English.	Welsh.	Scotch.	Irish.					
<i>Allan Line.</i>															
Weekly, Liverpool .....				14	3		1923	1	32	17	2		391	38	2421
" Glasgow .....				2			4		186			3	51	5	251
				14	5		1927	1	218	17	2	3	442	43	2672
<i>Dominion Line.</i>															
Weekly, Liverpool .....	8	1	1	9	4		341		27	13		33	257	272	966
<i>C. P. R. Atlantic SS. Service.</i>															
Weekly, Liverpool .....		1	2	2			302	1	30	15		36	277	3	669
" Avonmouth .....							13						1	1	15
		1	2	2			315	1	30	15		36	278	4	684
<i>Franco-Canadienne Line.</i>															
Steamer from Bordeaux .....				29											29
<i>Canadian Lines Limited.</i>															
Steamers from Havre .....				4		1									5
Totals .....	8	2	3	58	9	1	2583	2	275	45	2	72	977	319	4356



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## CABIN PASSENGERS.

Canada.	Male.	Female.	Children.	Total.	United States.	Male.	Female.	Children.	Total.
Armenian .....	3	4	1	8	Armenian .....				
Belgian .....	2			2	Belgian .....				
Dutch .....	2	1		3	Dutch .....				
French .....	35	16	7	58	French .....				
German .....	5	4		9	German .....				
Greek .....	1			1	Greek .....				
Great Britain—English....	1,378	1,016	178	2,572	Great Britain—English....	7	3	1	11
Welsh .....	2			2	Welsh .....				
Scotch .....	139	110	24	273	Scotch .....	1	1		2
Irish .....	21	23	1	45	Irish .....				
Swedes .....	1	1		2	Swedes .....				
Returned Canadians.....	413	468	96	977	Returned Canadians.....	34	36	2	72
Tourists .....	91	41	2	134	Tourists .....	136	46	3	185
Totals .....	2,093	1,684	309	4,086	Totals .....	178	86	6	270

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The Nationalities of the Steerage Passengers

	South African.	Australian.	Austrian.	Bohemian.	Bukowinian.	Croatian.	Galician.	Hungarian.	Slovak.	Belgian.	Bulgarian.	Brazilian.	Dutch.	French.	German.	GREAT BRITAIN.					Greek.	Roumanian.
																English.	Welsh.	Scotch.	Irish.			
<i>Allan Line.</i>																						
Weekly, Liverpool.....	12	16	26	1	2		1	4		94	2		18	150	219	11,809	321	700	1,511	12	41	
" Glasgow.....	1	6	1				2						2	22	8	247		4,583	164			
	13	22	27	1	2		3	4		94	2		20	172	227	12,056	321	5,283	1,675	12	41	
<i>Dominion Line.</i>																						
Weekly, Liverpool.....		7	8	1	34		99	15	3	57			58	443	284	6,604	42	309	208	21	184	
<i>C.P.R. Atlantic SS. Service.</i>																						
Weekly, Liverpool.....	1	8	53	27	162		225	132	24	57		2	1	86	529	4,540	80	944	383	25	390	
" Avonmouth.....															1	108	3	1	2			
" Antwerp.....			30	5	103	18	806	34	1	106			1	6	356					7	2	
" Hamburg.....					289		1,171	4							212							
	1	8	83	32	554	18	2,202	170	25	163		2	2	92	1,098	4,648	83	945	385	32	392	
<i>Franco-Canadienne Line.</i>																						
Bordeaux.....														148						16		
<i>Canadian Lines Limited.</i>																						
Havre.....														37						2	3	
Totals.....	14	37	118	34	590	18	2,304	189	28	314	2	2	81	892	1,609	23,308	446	6,537	2,268	83	620	

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brought out by each line were as follows :—

HEBREW.				Italian.	New Zealand.	PO-LISH.		Persian.	Roumanian.	RUSSIAN				SCANDINAVIAN.				TURKISH.				United States Citiz.	Ret. Canadians.	Tourists.	Total.			
Russian.	Polish.	Austrian.	German.			Pole(N.E.S)	Austrian.			Russ.N.E.S.	Finns.	Spanish.	Swiss.	Servian.	Danish.	Icelandic.	Swedish.	Norwegian.	Turks.	Armenian.	Egyptian.					Syrian.	Arabian.	
605 26	6 3	76 9	8 6	35 8	8 1	26 33	..	2 ..	..	79 10	1,206 .....	9 1	3 3	..	260 .....	11 218	1,338 .....	1,718 2	9 2	5 21	..	..	1 ..	3 16	110 110	453 110	87 31	20,993 5,537
631	9	85	14	43	9	59	..	2	..	89	1,206	1	12	..	260	229	1,338	1,720	11	26	..	1	3	126	563	118	26,530	
406	11	68	9	122	1	91	..	1	6	119	308	8	7	..	89	...	734	383	..	27	..	1	..	66	145	68	11,047	
3,188 7 155 8	..	627 .. 23 2	69 .. .. 7	355 .. 604 ..	3 .. .. ..	97 .. 1 ..	2 .. .. ..	17 .. 24 ..	490 .. 20	473 .. ..	..	32 .. .. ..	12 .. 13 ..	171 .. .. ..	140 .. .. ..	1,137 .. .. ..	777 .. .. ..	6 .. 7 ..	15 .. .. ..	1 .. .. ..	37 .. 2 ..	3 .. .. ..	71 .. .. ..	157 31 7 ..	23 3 .. ..	15,572 156 2,331 1,693		
3,358	..	652	76	959	3	98	2	..	41	510	473	..	45	12	171	140	1,137	777	13	15	1	39	3	71	195	26	19,752	
.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	283	..	..	2	..	..	449	
198	..	..	..	5	..	9	..	..	..	5	..	..	2	2	..	..	..	..	5	1	..	3	36	..	3	..	312	
4,593	20	805	99	1,129	13	257	2	3	47	723	1,987	9	66	14	520	369	3,209	2,880	29	69	1	327	42	263	908	212	58,090	



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## PARTICULARS of Immigrants arriving at the Port of

NAME OF COUNTRY.	TOTAL ARRIVALS.				DECLARED FOR CANADA.			
	M.	F.	Children under 12.	Total.	M.	F.	Children under 12.	Total.
African, South	6	3	5	14	6	3	5	14
Australian	30	4	3	37	30	4	3	37
Austria Hungary :-								
Austrian (N.E.S.)	54	28	36	118	34	21	31	86
Bohemian	21	5	8	34	8	1	3	12
Buckowinian	364	95	131	590	364	95	131	590
Croatian and Slovenian	18			18	16			16
Galician	1,305	438	561	2,304	1,290	432	556	2,278
Hungarian (N.E.S.)	90	48	51	189	70	19	21	110
Slovak	12	6	10	28	12	6	10	28
Belgian	202	70	42	314	189	62	33	284
Bulgarian	2			2	7			2
Brazilian	1	1		2	1	1		2
Dutch	61	10	10	81	51	8	10	69
French	542	260	90	892	533	256	90	879
German Empire :-								
German (N.E.S.)	695	414	500	1,609	517	291	378	1,186
Great Britain :-								
English	13,113	5,321	4,874	23,308	12,812	5,103	4,733	22,648
Welsh	279	92	75	446	276	90	74	440
Scotch	3,985	1,509	1,043	6,537	3,918	1,471	1,005	6,394
Irish	1,361	613	264	2,238	1,277	591	244	2,112
Greek	69	5	9	83	66	5	9	80
Hebrew :-								
Hebrew (N.E.S.), Roumanian	276	171	173	620	259	157	169	585
Russian	2,505	979	1,109	4,593	990	340	357	1,687
Polish	12	4	4	20	12	4	4	20
Austrian	445	176	184	805	268	120	126	514
German	47	20	32	99	31	9	11	51
Italian	1,087	25	17	1,129	1,005	22	14	1,041
New Zealand	12	1		13	12	1		13
Polish :-								
Poles (N.E.S.)	166	42	49	257	150	32	41	223
" Austrian	2			2	2			2
Persian	2	1		3	2	1		3
Roumanian :-								
Roumanian (N.E.S.)	10	20	17	47	10	19	15	44
Russian :-								
Russian (N.E.S.)	294	150	279	723	233	135	258	626
Finns	997	566	424	1,987	346	138	92	576
Spanish	9			9	2			2
Swiss	40	10	16	66	39	10	16	65
Servian	3	4	7	14	2	3	2	7
Scandinavian :-								
Danish	292	111	117	520	147	31	38	216
Icelandic	125	117	127	369	125	117	127	369
Swedish	1,438	969	802	3,209	653	409	432	1,494
Norwegian	1,514	767	599	2,880	425	200	193	818
Turkish :-								
Turks	20	3	6	29	15	2	6	23
Armenians	57	6	6	69	54	3	2	59
Egyptians	1			1	1			1
Syrians	229	57	41	327	157	38	24	219
Arabians	31	6	5	42	31	6	5	42
U. S. A. Citizens	117	98	48	263	12	4	4	20
Total Arrivals at Ocean Ports	31,941	13,255	11,774	56,970	26,455	10,260	9,272	45,987
Returned Canadians	446	294	168	908	446	294	168	908
Tourists	159	39	14	212	157	32	12	201
Totals	32,546	13,588	11,956	58,090	27,058	10,586	9,452	47,096

## SESSIONAL PAPER No. 25

Quebec, for the year ending June 30, 1904.

DECLARED FOR U. S.				TRADE OR OCCUPATION OF IMMIGRANTS.								
				Farmers or Farm Labourers Class.			General Labourers.			Mechanics.		
M.	F.	Children under 12.	Total.	M.	F.	C.	M.	F.	C.	M.	F.	C.
				8	2	3	1			3	2	
							5			9		
20	7	5	32	11	1	4	15	2	1	6	3	7
13	4	5	22				3			5	1	3
				252	84	117	112	3	1			
2			2				16					
15	6	5	26	1,003	387	508	281	31	34	5	1	
20	29	30	79	17	8	4	40	3		10	1	1
				12	5	9						
13	8	9	30	115	16	9	29	6	1	20	6	2
				1			1					
							1	1				
10	2		12	19	1		20	3	3	11	3	5
9	4		13	203	53	58	95	17	14	31	11	
178	123	122	423	330	205	311	113	21	20	53	4	1
301	218	141	660	3,375	620	644	3,525	534	522	3,983	696	679
3	2	1	6	73	16	16	46	7	4	83	4	3
67	38	38	143	919	131	134	679	111	95	1,703	197	162
84	52	20	156	443	55	47	383	37	32	263	26	12
3			3	2			57	5	7	3		
17	14	4	35	9	5	5	170	97	104	77	33	39
1,515	639	752	2,906	23	5	12	676	172	180	287	54	41
							8	2	2	4		
177	56	55	291	2		4	209	71	61	54	17	23
16	11	21	48				23	5	9	8	1	1
82	3	3	88	4	3	1	993	14	11	4		
				6			2			4	1	
16	10	8	34	28	9	24	91	6	7	16	2	1
							2					
							2					
....	1	2	3	7	14	9	3	1	3			
61	15	21	97	190	101	206	27	6	7	11	2	7
651	428	332	1,411	34	7	16	294	45	29	17	4	10
7			7	1			1					
1			1	7	2	6	26	2	2	3	1	1
1	1	5	7	1	1	2	1					
145	80	79	304	37	8	13	79	2	4	29	2	4
				123	107	114	1					
785	560	370	1,715	248	134	215	354	55	78	39	12	18
1,089	567	406	2,062	119	44	73	243	25	21	57	6	6
5	1		6				14	1	1			
3	3	4	10				50	3	2	4		
							1					
72	19	17	108				155	35	21	2		
							3			28	5	4
105	94	44	243	2			9			1		
5,486	2,995	2,502	10,983	7,624	2,024	2,564	8,859	1,323	1,276	6,833	1,095	1,030
2	7	2	11									
5,488	3,002	2,504	10,994	7,624	2,024	2,564	8,859	1,323	1,276	6,833	1,095	1,030







4-5 EDWARD VII., A. 1905

## No. 3.

## REPORT OF THE MONTREAL AGENT.

*(John Hoolahan.)*

MONTREAL, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to present the report of this agency for the fiscal year ending this date. The report embraces:—

(a.) Number of immigrant arrivals at Montreal via the United States ports of New York, Boston and Portland, with nationality, calling and destination.

(b.) Number of immigrant arrivals at Montreal from all points in the United States, with nationality, calling and destination.

(c.) Applications for help.

(d.) Retail prices of food, fuel, &c., in Montreal.

(e.) Retail prices of clothing, &c., in Montreal.

(f.) Average wages and rate for mechanics, labourers and domestic servants in the city and district.

Steorage passengers arriving in Canada from the British isles and the European continent at the ports of Quebec, Halifax, N.S., and St. John, N.B., are reported from these ports. As a general rule the first and second class passengers during the season of St. Lawrence navigation do not debark until they reach Montreal. All immigrant arrivals and departures are carefully checked by the staff, with full information as to sex, age, calling, nationality, name of steamship and final destination, a monthly report of which is submitted to your department. The department is also notified by wire, as also the commissioner at Winnipeg, of the number, nationality, and time of departure of all immigrants bound for western Canada.

Number of immigrant arrivals at Montreal, intended settlers in Canada, per ocean travel, via ports in the United States, as per statement 'A.' for the year ending June 30, 1904.....	5,316
Total number of immigrant arrivals from the United States by train, including returned Canadians, as per statement 'B.' for the year ending June 30, 1904.....	2,496
	<hr/> 7,812
Arrivals from the United States and per ocean travel via ports in the United States for the corresponding year ending June 30, 1903.....	6,480
	<hr/>
Showing an increase during the year just closed of.....	1,332

I have issued to immigrants, bound to Manitoba, North-west Territories and British Columbia, during the present year, 724 certificates. The interchanging of certificates for immigrant tickets by the Canadian Pacific Railway Company has proved a most satisfactory arrangement, and of the greatest possible benefit to the immigrants.



## SESSIONAL PAPER No. 25

I wish to testify to the fact that the class of immigrants which has come into Canada during the past year passing through Montreal has been a most desirable one. The people themselves have been found free from disease, and self-sustaining, almost without exception, and people who will prove of inestimable value to the country. Under the present rigid system of inspection it is almost impossible for any person to secure admission into Canada who is not free from incurable disease.

Your officials in this district are thoroughly aware that persons suffering from mental or physical disability or aged people, are not desirable additions to the population of Canada. Canada is too young and vigorous to welcome any immigrant who is not self-sustaining, but ready to give a hearty welcome to all such as are, particularly when they come from the British isles, France, northern Europe and the United States.

I have had personal interviews with the executive officers of all the National Benevolent societies of Montreal, as well as with the officials of the different charitable institutions. They all agree in stating that despite the large increase in immigration, there was no increased demand on the funds of the several organizations, and that the new arrivals they came in contact with appeared to be a most desirable class, and a valuable addition to the population of the country.

The repatriation movement of French Canadians from the United States was large during the year. Every effort is being made to see that the wants and comforts of the returned ones are well looked after, and every facility is given them to enable them to settle in the land of their birth. Many went west over the Canadian Pacific Railway, intending to take up farms in our western country.

In the matter of Italian immigration, I would desire to say that during last spring several thousands of these people arrived in Montreal from Italy and the United States, with the expectation of finding work here, or going west in the employ of the Grand Trunk Pacific or the Canadian Pacific Railway companies. Suitable work had not been found, and the immigrants were compelled to remain in Montreal in large numbers for a considerable time before securing employment. The great majority were without means of subsistence. They were men in the prime of life, of the unskilled labouring class, and willing to work could they obtain it. The local Italian Aid Society had done everything in its power for these people, providing food and shelter for them. The society's fund having become exhausted by the extraordinary demand thus made upon it, an appeal was made to the public for temporary assistance, which met with a prompt response.

Immigration to Canada from the older countries is now attracting so much attention that I am visited frequently by special correspondents of European journals, asking for information on the subject, and what prospects of a livelihood could be held out to their countrymen if they should desire to emigrate to Canada. In every instance I have been careful to point out to them that what Canada wants is men who are willing to work and develop the agricultural and mineral resources of the country.

The agency has, during the past year, received correspondence from intending immigrants in the British isles, the continent of Europe and the United States, relative to the general conditions prevailing in Canada, such as the price and quality of farm lands, wages paid to skilled and unskilled labour, climatic conditions, railway and steamship facilities, &c. Every letter has been promptly answered, and in addition, immigration literature has been sent out to my correspondents as far as possible in their own language.

Your obedient servant,

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*



4-5 EDWARD VII., A. 1905

STATEMENT A.—Showing the immigrant arrivals and departures at the Montreal agency

Nationality.	Total Arrivals.				TRADE OR								
	Males.	Females.	Children.	Total.	Farmers			Gen'l Labr's			Mechanics		
					Males.	Females.	Children.	Males.	Females.	Children.	Males.	Females.	Children.
Austrian .....	82	20	24	126	19	10	12	36	1	2	5	2	4
Bohemian .....	3	5	2	10	1	3							
Buckowinian .....	8			8	6			2					
Galician .....	167	54	60	281	157	45	60	9	1				
Hungarian .....	247	66	50	363	66	27	40	71	7	1			
Slovak .....	38	4	1	43	1	1		21					
Belgium .....	54	10	13	77	30	4	8	12			4		
Bulgarian .....	1		1	2							1		1
Dutch .....	10			10				5			5		
French .....	111	54	40	205	41	7	21	14	2	3	2		
German-Russ .....	178	140	235	553	178	114	235						
German .....	175	81	92	348	148	62	87	15	3	2	12	3	3
English .....	375	59	123	557	136	16	28	55	4	5	21	4	2
Welsh .....	7	1	2	10	6	1	2	1					
Scotch .....	59	7	2	68	48	5	1	6			3		
Irish .....	20	6	4	30	18	4	4	1			1		
Hebrew .....	79	15	13	107	1			50	4	6	12	1	4
Italians .....	1,856	60	37	1,953				1,541	22	15	2		
Poles .....	56	18	18	92	32	10	15	23	2	3	1		
Roumanian .....	3			3				3					
Russian .....	15	1		16	9			5			1		
Finns .....	31	9	5	45		1	2	28	3	1	1		
Swiss .....	10	1		11	9	1					1		
Danish .....	10	8	3	21	7	2	3	3					
Swedish .....	106	83	30	219	58	17	28	43			5	2	1
Norwegian .....	47	39	23	109	39	10	19	5	2	4	3	2	
Syrian .....	12			12				12					
Arab .....	3			3				3					
Greek .....	31	2	1	34				29	1				
Total .....	3,794	743	779	5,316	1,010	340	565	1,993	52	42	80	14	15

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.

## SESSIONAL PAPER No. 25

by ocean travel via Ports in the United States for the fiscal year ending June 30th, 1904.

OCCUPATION OF IMMIGRANTS.										DESTINATION.							
Clerks, Traders, &c.			Miners.			Ser- vants.	Not Classified.			Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Total.
Males.	Females.	Children.	Males.	Females.	Children.	Female.	Males.	Females.	Children.								
...	...	...	21	2	6	4	1	1	...	126	...	2	20	40	46	18	126
...	...	...	2	2	2	...	...	...	...	10	...	...	...	4	2	4	10
...	...	...	...	...	...	...	...	...	...	8	...	2	...	6	...	...	8
...	...	...	1	...	...	8	...	...	...	281	...	6	3	224	44	4	281
...	...	...	110	7	9	25	...	1	...	363	7	6	57	93	89	111	363
...	...	...	16	1	1	1	...	1	...	43	...	...	18	3	4	18	43
...	...	...	8	2	1	2	...	2	4	77	...	5	3	52	11	6	77
...	...	...	...	...	...	...	...	...	...	2	...	...	...	2	...	...	2
...	...	...	...	...	...	...	...	...	...	10	...	5	5	...	...	...	10
5	2	...	48	6	13	9	1	28	3	205	...	18	8	50	114	15	205
...	...	...	...	...	...	26	...	...	...	553	...	...	10	365	173	5	553
...	...	...	...	...	...	13	...	...	...	348	...	9	17	207	113	2	348
11	3	10	3	1	2	27	149	4	76	557	3	48	261	157	62	26	557
...	...	...	...	...	...	...	...	...	...	10	...	...	1	5	4	...	10
2	...	...	...	...	...	...	...	2	1	68	...	2	4	56	4	2	68
...	...	...	...	...	...	2	...	...	...	30	...	...	4	21	5	...	30
16	4	2	...	...	...	4	...	2	1	107	...	49	7	47	...	4	107
...	...	...	313	16	13	13	...	9	9	1,953	...	985	284	137	254	293	1,953
...	...	...	...	...	...	6	...	...	...	92	...	6	8	75	1	2	92
...	...	...	...	...	...	...	...	...	...	3	...	3	...	...	...	...	3
...	...	...	...	...	...	1	...	...	...	16	...	6	...	9	1	...	16
...	...	...	2	1	2	4	...	...	...	45	...	...	12	5	5	23	45
...	...	...	...	...	...	...	...	...	...	11	...	...	...	4	7	...	11
...	...	...	...	...	...	4	...	2	...	21	1	2	1	11	4	2	21
...	...	...	...	...	...	61	...	3	1	219	...	47	29	97	21	25	219
...	...	...	...	...	...	24	...	1	...	109	...	16	7	63	18	5	109
...	...	...	...	...	...	...	...	...	...	12	...	3	...	9	...	...	12
...	...	...	...	...	...	...	...	...	...	3	...	2	1	...	...	...	3
2	1	1	...	...	...	...	...	...	...	34	...	19	4	8	...	3	34
36	10	13	524	38	49	234	151	55	95	5,316	11	1,241	764	1,750	982	568	5,316

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*

4-5 EDWARD VII., A. 1905

## STATEMENT B.—Showing Immigrant Arrivals and Departures of the Montreal

Nationality.	Total Arrivals.				TRADE OR OCCUPATION								
					Farmers.			General Labourers.			Mechanics.		
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Male.	Female.	Children.	Male.	Female.	Children.
Austrian .....	13	4	3	20				6			7	4	3
Galician .....	11	4	3	18	6	4	3	5					
Hungarian .....	21	4		25	1	1							
Belgian .....	14	3	3	20				3			5	3	3
Bulgarian .....	4			4				4					
French .....	3			3	2			1					
German .....	83	16	26	125	17	10	18	30	1	1	36	5	7
English .....	9	2	4	15	4	2	4	3			2		
Greek .....	8			8				8					
Hebrew .....	40	17	20	77				15	1	3	2	2	
Italian .....	784	25	27	836				745	22	25			
Poles .....	31	2	1	34				31	2	1			
Russian .....	6	4	3	13	4	3	3	2					
Finns .....	81	3		84	1			76	3		2		
Danish .....	11			11				8			3		
Icelandic .....	1	1	3	5	1	1	3						
Swedish .....	40	11	11	62	4	5	5	19	1		16	3	6
Norwegian .....	5	3		8				4	2		1	1	
Syrian .....	8	3	2	13				7					
U. S. Citizens .....	10	6	6	22	9	6	6				1		
Returned Canadians .....	452	255	386	1,093									
Total .....	1,635	363	498	2,496	49	32	42	967	32	30	75	18	19

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.



## SESSIONAL PAPER No. 25

Agency from the United States for the Fiscal Year ending June 30, 1904.

OF IMMIGRANTS.								DESTINATION.							
Clerks and Traders.			Miners.		Not classified.			Total.	Quebec.	Ontario.	Manitoba.	N. W. T.	B. Columbia.	Ret. Canadians.	Total.
Male.	Female.	Children.	Male.	Female.	Female Servants.										
								20	6	12	1	1			20
								18		3	2	13			18
			20	2	1			25				10	15		25
			6					20	8	6			6		20
								4	4						4
								3			1	2			3
								125	50	20	37	14	4		125
								15	2		13				15
								8	7		1				8
23	14	17						77	58	5	10	4			77
			39	2		1	2	836	660	47	15	64	50		836
								34	2	5		3	24		34
				1				13			13				14
			2					84	25	54	1		4		84
								11	11						11
								5			5				5
			1	2				62	28	11	11	8	4		62
								8	6				2		8
1	3	2						13	12	1					13
								22		1	9	12			22
						452	255	386	1,093					1,093	1,093
24	17	19	68	4	4	452	256	388	2,496	879	165	119	131	109	2,496

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*

4-5 EDWARD VII., A. 1905

## STATEMENT C.—List of Immigrants wanted at the Montreal Agency, for the Fiscal Year ending June 30, 1904.

Class of Labour.	1903.					1904.					Total.	Remarks.		
	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.			May.	June.
Bakers .....		1	2		1				1		3	2	10	Local supply sufficient.
Blacksmiths .....	1		3	3	2	1			1				11	" "
Carpenters .....	5	4	5	4	1	4	8	2		6	5	4	48	" "
Clerks .....														No demand.
Express drivers .....	1		3	1					2	1	1	2	11	Local supply sufficient.
Female general servants .....	21	19	24	21	19	20	13	15	17	20	15	21	225	Good demand.
" cooks .....	10	9	12	10	7	5	7	4	6	9	6	5	90	" "
" housemaids .....	6	7	15	13	10	8	10	9	5	6	4	3	96	" "
" laundresses .....	2	1	6	3	4	2	4	3	1	3	2	1	32	" "
" waitresses .....	6	4	7	5	5	1		4	2	4	3	4	45	" "
Farm hands .....	25	20	19	17	12	10	12	9	15	30	40	45	254	" "
Gardeners .....									6	5	4		15	Fair demand in season.
General labourers .....	175	130	125	75	25	10	25	7	10	25	75	110	792	Good demand.
Grooms and coachmen .....		2	1				2	1	1	2		1	10	Local supply sufficient.
Machinists .....	4	3	2			1			1	1	2	3	17	" "
Miners .....	9	3	7	6	7				9	6	4		51	Good demand (W. Ont.)
Plumbers and tinmiths .....			1		1		1	2	1		1		7	Local supply sufficient.
Waiters .....		1		2	1		1	1	2	1		2	11	No demand.
Boys—office .....			3					2			1		6	" "
" bell .....	3	4		2	3		1	2	1			1	17	Fair demand.
" care of horses .....	7	6	7	5	6	3	1	2	5	3	2	3	50	" "

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.

## SESSIONAL PAPER No. 25

STATEMENT D.—Showing list of retail prices of ordinary articles of food and fuel required by the working class of Montreal, 1904.

Provisions.	Prices.		Provisions.	Prices.	
	From	To		From	To
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Bacon per lb.....	0 12	0 18	Oatmeal, per lb.....	0 2	0 4
Beef ".....	0 6	0 15	Potatoes, per bush.....	0 50	0 60
Mutton ".....	0 8	0 12	Mustard, per lb.....	0 25	0 40
Veal ".....	0 10	0 15	Pepper ".....	0 20	0 40
Pork ".....	0 10	0 12	Rice ".....	0 4	0 6
Ham ".....	0 12	0 18	Salt ".....	0 1	0 ..
Herring, per doz.....	0 20	0 30	Sugar, white per lb.....	0 4	0 5
Butter, per lb.....	0 18	0 25	" brown ".....	0 3½	0 4
Cheese ".....	0 12	0 18	Coffee, roasted ".....	0 25	0 40
Eggs, per doz.....	0 15	0 25	Tea, black ".....	0 15	0 40
Milk, per qrt.....	0 6	0 8	" green ".....	0 15	0 40
Bread, white, 4 lb loaf.....	0 16	..	Soap, laundry ".....	0 3	0 5
" brown 6 ".....	0 16	..	Tobacco ".....	0 15	1 00
Flour, per barrel.....	4 00	5 50	Coal oil, per gallon.....	0 20	0 25
" Buckwheat per lb....	0 2	0 4	Fire wood, per cord.....	4 00	7 50
" Cornmeal ".....	0 2	0 4	Coal, per ton.....	6 50	7 00

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.



4-5 EDWARD VII., A. 1905

STATEMENT E.—Showing list of retail prices of ordinary articles of raiment required by the working class at Montreal, 1904.

Clothing, &c.	Prices.	
	From	To
	\$ cts	\$ cts.
Coats, under, tweed.....	3 50	6 00
" over ".....	8 00	15 00
Trousers, tweed.....	2 00	5 00
Vests.....	1 00	2 00
Shirts, flannel.....	0 40	0 75
" cotton.....	0 40	0 75
" under, woven.....	0 35	0 75
Drawers, woollen.....	0 35	0 75
Hats, felt.....	1 00	2 50
Socks, worsted.....	0 15	0 40
" cotton.....	0 10	0 25
Blankets.....	1 50	4 00
Flannel per yard.....	0 20	0 40
Sheeting ".....	0 10	0 15
Cotton, sheeting, per yard.....	0 7	0 15
Canadian cloth ".....	0 40	0 75
Shoes, men's.....	1 00	2 50
" women's.....	1 00	2 00
Boots, men's.....	2 00	3 50
" women's.....	1 50	2 50
India rubber overshoes, men's.....	0 75	1 75
" " women's.....	0 60	1 50

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*

DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.

## SESSIONAL PAPER No. 25

## STATEMENT F.—Showing average rate of wages at Montreal, 1904.

Employment.	Wages.		Remarks.
	From	To	
	\$ cts.	\$ cts.	
Farm labourers, per month and board. ....	10 00	20 00	
Female, farm servants per month and board.....	6 00	12 00	
" cooks, per month and board.....	12 00	20 00	The average cost of board and lodging for workingmen is from \$3.00 to \$4.00 per week.
" domestics, per month and board .....	8 00	15 00	
Gardeners, per month and board .....	12 00	25 00	
Bricklayers, per day.....	3 00	4 00	
Carpenters, per day.....	2 00	2 25	
Engine drivers, stationary, per day .....	2 00	2 50	
General labourers, per day .....	1 25	1 75	The rent of workingmen's dwellings (three to four rooms) is from \$7.00 to \$10.00 per month. In the suburbs cheaper rent can be had.
Laundresses, per day.....	75	1 00	
Masons, per day.....	2 50	3 50	
Mechanics, per day.....	2 00	3 00	
Millhands, per day.....	1 25	1 75	
Miners, per day .....	1 50	2 00	
Saddlers, per day.....	1 50	2 00	
Shipwrights, per day.....	2 00	2 50	
Shoemakers, per day.....	1 25	2 00	
Tailors, per day.....	1 50	2 50	
Plumbers, per day.....	1 50	2 50	
Wheelwrights, per day.....	2 00	2 50	
Lumbermen, per month and board .....	25 00	30 00	

JOHN HOOLAHAN,

*Dominion Government Immigration Agent.*DOMINION GOVERNMENT IMMIGRATION AGENCY,  
MONTREAL, June 30, 1904.

4-5 EDWARD VII., A. 1905

## REPORT OF THE ANDREWS HOME.

*(Appended to Agent Hoolahan's Report.)*

46 BELMONT PARK, MONTREAL, July 13, 1904.

The Dominion Immigration Agent,  
Montreal.

SIR,—I have already had the pleasure of forwarding to your department the eighth annual report of the 'Andrews Home,' which shows a marked and satisfactory increase in the work for which the home was established by His Grace the Archbishop in the year 1895.

Our work covers from Halifax to Vancouver, and the home is placed at the disposal of the church in Canada, and has served greatly as a distributing point, as well as a centre for those in the older provinces. The several English and other societies which we work in conjunction with have frequently expressed their gratitude for our assistance and advice.

The 'Andrews Home' is the recognized headquarters of the church for members of the Girls' Friendly Society. Besides placing on farms, and securing young men situations of all descriptions in the city and elsewhere, we have comfortably and safely placed a number of women and girls in the best of situations.

Sixteen hundred and forty newly arrived men and lads and 683 women and children have passed through the home.

We have expended \$6,500 in connection with the institution during the year ending June 30, 1904. We have received in moneys in trust for safe keeping, &c., the sum of \$7,677.27, and we have refunded \$7,204.86, leaving a balance to the credit of depositors of \$472.41.

Bishops, priests and deacons have been guests of the home; the wives of dignitaries, as well as many others travelling either alone or with little children, have appreciated the quiet and safety of the 'Andrews Home.'

We beg in this report to acknowledge the helpful and cheerful services rendered to us by yourself and your staff.

I submit the following particulars :—

Individual visits to the office. . . . .	2,910
Total number visits to office. . . . .	3,958
Newly arrived men and lads. . . . .	1,640
English letters received. . . . .	321
English letters written. . . . .	214
Canadian letters received. . . . .	833
Canadian letters written. . . . .	703
Letters received for immigrants. . . . .	1,865
Situations obtained. . . . .	579

## WOMEN'S REPORT.

Visits to matron's office. . . . .	2,008
Applications for girls. . . . .	1,181
Girls applying for situations. . . . .	417
Situations obtained for girls. . . . .	334
Newly arrived women. . . . .	390
Newly arrived female children. . . . .	293
Women passed through home. . . . .	784
Total number of visits to both offices. . . . .	5,966
Total number newly arrived. . . . .	2,240
Total number situations obtained. . . . .	914



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Many of those who have passed through the home have been en route for Winnipeg and the west, and only stayed the night, continuing their journey by the morning train; to these the home proved a great blessing.

Your obedient servant,

J. FREDERICK RENAUD,

*Immigration Chaplain and Secretary.*

## REPORT OF THE WOMEN'S NATIONAL IMMIGRATION SOCIETY.

*(Appended to Agent Hoolahan's Report.)*

87 OSBORNE STREET, MONTREAL.

Total number of immigrants received from July 1, 1903, to June 30, 1904, 513.

English.....	382
Scotch.....	45
Irish.....	41
Swedes.....	32
Norwegians.....	5
Germans.....	2
Spanish.....	2
Danes.....	1
French.....	2
American.....	1
	<hr/>
	513

Church of England.....	302
Church of Scotland.....	12
Church of Ireland.....	24
Roman Catholic.....	20
Presbyterian.....	36
Methodists.....	23
Wesleyans.....	18
Plymouth Brethren.....	16
Quakeress.....	2
Salvation Army.....	1
Baptists.....	12
Lutherans.....	39
	<hr/>
	513

No. 4.

REPORT OF THE HALIFAX AGENT.

(F. W. Annand.)

HALIFAX, N.S., July 1, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—I have the honour to submit for your information my report of the arrival of passengers at this agency for the year ending June 30, 1904.

The total arrivals were:—

Cabin.. . . .	5,004
Steerage.. . . .	29,214
Total.. . . .	34,214

The general destinations of these were:—

Cabin:

Canada.. . . .	4,963
United States.. . . .	41
	5,004

Steerage:

Canada.. . . .	26,916
United States.. . . .	2,298
	29,214

While they were divided as to sexes as follows:—

Cabin—Canada:

Males.. . . .	2,528
Females.. . . .	2,133
Children.. . . .	302
	4,963

Cabin—United States:

Males.. . . .	21
Females.. . . .	16
Children.. . . .	4
	41

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Steerage—Canada:

Males.. . . .	17,262
Females.. . . .	4,743
Children.. . . .	4,911
	<hr/>
	26,916

Steerage—United States:

Males.. . . .	1,434
Females.. . . .	510
Children.. . . .	354
	<hr/>
	2,298

This shows a total decrease over arrivals last year of 5,596, or a decrease in steerage of 4,349 and in cabin of 1,347.

The decrease in steerage arrivals was divided as follows:—

Canada.. . . .	1,074
United States.. . . .	3,275

The usual statements are herewith attached as follows:—

Statement A.—Monthly arrivals of cabin passengers for Canada.

- " B.— " " " United States.
- " C.— " steerage " Canada.
- " D.— " " " United States.
- " E.—Sexes, occupations and destinations, nationalities, Canada.
- " F.—Sexes, nationalities and destinations steerage by different lines.
- " G.—Comparative statement of monthly arrivals for 1902-3-4.
- " H.—Comparative statement of nationalities remaining in Canada.
- " I.—Showing arrivals according to port of departure.
- " J.— " the number of immigrants landed at Halifax assisted by various societies in Great Britain.

Your obedient servant,

F. W. ANNAND,

*Dominion Government Immigration Agent.*





## SESSIONAL PAPER No. 25

## STATEMENT B.—Showing Monthly Arrivals of Cabin Passengers for the United States, and Sexes of Nationality.

Months.	ENGLAND.				UNITED STATES CITIZENS.				WEST INDIES.				NEWFOUND- LAND.			
	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.	Male.	Female.	Children.	Total.
1903.																
July.....					2	3		5						1		1
August.....					1			1								
September.....					1			1	2			2				
October.....																
November.....					1			1					2	3	2	7
December.....	2			2		2	1	3					5	1		6
1904.																
January.....														2		2
February.....													3	1		4
March.....													2	3	1	6
Total. . . . .	2			2	5	5	1	11	2			2	12	11	3	26

HALIFAX, June 30, 1904.

F. W. ANNAND,

*Dominion Government Immigration Agent.*

4-5 EDWARD VII., A. 1905

STATEMENT C.—Showing Monthly Arrivals of Each Nationality of Steerage Passengers for Canada.

Months.	SEXES.			NATIONALITIES.																														
	Male.	Female.	Children.	Total.	English.	Scotch.	Welsh.	Irish.	S. Africa.	Australian.	Austrian.	Bohemian.	Buckowinian.	Galician.	Hungarian.	Slovak.	Lithuanian.	Belgian.	Bulgarian.	Dutch.	French.	German Empire.	German N.E.S.	Prussian.	Saxon.	West Indies.	Bermuda.	Jamaica.	Greek.	Hebrew N.E.S.	Russian.	Polish.		
1903.	510	270	283	1,063	.....	.....	2	3	.....	1	4	1	179	388	90	10	.....	8	8	.....	9	.....	38	7	.....	6	1	.....	.....	.....	13	.....		
	585	200	269	1,054	88	47	2	.....	.....	.....	.....	7	77	328	62	2	.....	.....	.....	2	2	25	.....	.....	.....	.....	.....	.....	.....	.....	15	3		
	350	203	238	791	141	37	8	6	.....	.....	7	14	46	218	92	11	.....	.....	.....	5	5	39	.....	.....	.....	1	1	4	.....	66	5			
	315	106	95	516	158	139	25	13	.....	.....	.....	.....	60	136	93	4	3	2	.....	35	35	2	.....	.....	.....	.....	.....	.....	.....	4	24	2		
	472	243	275	990	249	61	8	13	.....	.....	38	.....	31	207	38	.....	3	5	1	.....	10	8	18	.....	.....	.....	.....	.....	.....	.....	6	84	9	
	570	262	253	1,085	304	55	1	17	.....	2	7	1	31	207	38	.....	3	5	1	.....	10	8	77	.....	.....	.....	.....	.....	.....	.....	4	84	9	
1904.	504	182	123	809	374	93	7	32	1	.....	4	11	8	.....	5	.....	2	11	.....	4	11	2	10	.....	.....	.....	.....	.....	.....	3	5	42	6	
	1,003	258	257	1,518	729	119	119	12	46	1	2	4	125	57	49	7	3	19	.....	4	14	10	.....	.....	.....	.....	.....	.....	.....	2	3	88	1	
	3,927	768	588	5,283	2,368	807	33	194	1	5	9	7	125	675	80	2	3	74	159	47	48	52	.....	.....	.....	.....	.....	.....	.....	5	3	109	4	
	6,933	1,445	1,401	9,779	4,911	1,773	83	407	2	7	13	12	133	909	80	2	3	31	1	209	97	.....	.....	.....	.....	.....	.....	.....	.....	1	6	1	68	3
	1,143	392	486	2,021	418	336	24	33	2	1	15	7	21	617	4	4	1	23	2	35	128	.....	.....	.....	.....	.....	.....	.....	.....	1	10	1	57	8
	950	414	643	2,007	227	219	2	12	.....	.....	8	8	148	1,113	.....	.....	4	8	.....	2	2	6	71	.....	.....	.....	.....	.....	.....	11	.....	24	.....	
	Totals	17,262	4,743	4,911	26,916	9,967	3,686	205	776	7	18	120	61	831	4,643	523	43	19	181	10	66	374	366	350	1	7	7	3	30	17	22	590	41	



STATEMENT C.—Showing Monthly Arrivals of Each Nationality of Steerage Passengers for Canada.—Continued.

SESSIONAL PAPER No. 25

Months.	NATIONALITIES.																				Total.											
	Austrian.	German.	Italian.	Newfoundland.	New Zealand.	Poles N.E.S.	Poles Austrian.	Poles German.	Poles Russian.	Poles Persian.	Roumanian.	Russian N.E.S.	Fins.	Doukhobor.	Mennonites.	Spanish.	Swiss.	Servian.	Danish.	Icelandic.		Swedish.	Norwegian.	Turks.	Armenia.	Assyria.	Syria.	Arabia.	U. S. Citizens.	Returned Canadians.	Tourist.	
1903.	July.....	1	15	46	.....	.....	.....	.....	17	.....	2	123	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	79	.....	4	19	23	1,063	
	August.....	1	80	143	.....	.....	.....	.....	1	.....	8	58	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	.....	4	9	23	1,064	
	September.....	2	1	58	.....	.....	.....	.....	2	.....	1	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	3	791	
	October.....	.....	.....	104	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	.....	516	
	November.....	9	2	21	.....	.....	.....	.....	.....	.....	.....	25	34	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36	.....	990	
	December.....	14	8	31	.....	.....	.....	.....	.....	.....	.....	9	18	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	5	1,085	
1904.	January.....	6	1	4	.....	.....	.....	.....	.....	.....	1	27	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	809
	February.....	18	1	27	.....	.....	.....	.....	.....	.....	.....	12	18	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,518
	March.....	19	31	31	.....	.....	.....	.....	.....	.....	3	19	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,283
	April.....	7	39	36	.....	.....	.....	.....	.....	.....	.....	34	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,779
	May.....	9	.....	15	.....	.....	.....	.....	.....	.....	.....	16	27	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,021
	June.....	1	27	28	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,007
Totals.....		87	2	235	519	8	33	13	1	90	3	350	170	4	11	1	34	3	125	26	344	281	6	13	27	106	437	1,153	165	26,916		



## SESSIONAL PAPER No. 25

STATEMENT D.—Showing Monthly arrivals of Steerage Passengers for United States.

Months.	SEXES.			NATIONALITIES.																				Total.											
	Male.	Female.	Children.	Total.	English.	Scotch.	Welsh.	Irish.	Austrian.	Galician.	Hungarian.	Belgian.	Dutch.	French.	German Empire.	German.	Greek.	Hebrew Russian.	Italian.	Newfoundland.	New Zealand.	Portugal.	Poles.		Poles Russian.	Roumanian.	Russians.	Finns.	Spanish.	Danish.	Swedish.	Norwegian.	Assyria.	U.S. Citizens.	Swiss.
1903.				141	48	33	222	..	..	..	..	54	30	..	..	..	13	..	..	..	16	..	..	2	3	91	..	..	..	..	..	..	2	9	222
July.....	111	47	26	184	..	..	..	..	58	9	..	..	18	..	..	24	..	..	1	..	41	..	3	..	22	..	..	..	..	..	..	..	8	..	184
August.....	68	25	9	102	..	1	..	..	24	19	..	..	24	..	..	14	..	..	..	24	..	..	..	15	..	..	..	..	..	..	..	..	5	..	102
September.....	12	17	2	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	30	..	..	..	..	..	..	..	..	..	..	..	..	..	1	31
October.....	106	51	36	193	..	..	..	2	11	10	..	..	..	..	..	3	..	..	..	14	..	..	..	..	61	..	11	26	..	..	27	..	4	193	
November.....	102	61	50	213	..	..	..	1	5	16	..	..	..	..	..	13	..	..	7	6	..	..	..	19	56	10	..	9	22	..	20	..	1	213	
December.....	1904.				..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
January.....	49	19	12	80	11	1	1	1	1	..	..	..	..	..	2	6	..	..	..	..	..	..	..	2	3	2	27	..	5	11	..	9	..	2	80
February.....	143	40	42	225	25	2	3	7	7	..	..	..	..	..	1	7	..	..	1	6	..	..	..	2	28	38	..	20	41	38	1	5	..	225	
March.....	229	47	31	307	23	4	5	6	6	..	..	..	..	..	2	19	..	1	2	..	1	..	..	18	27	..	31	26	126	14	..	..	307		
April.....	348	100	79	527	51	16	2	9	..	..	..	..	..	..	1	14	..	2	..	..	..	..	1	..	21	36	1	26	66	276	3	..	527		
May.....	120	53	26	199	10	2	..	..	3	1	..	..	..	..	1	..	..	2	..	..	..	..	..	16	18	..	20	41	82	..	..	3	199		
June.....	5	2	8	15	..	..	..	..	1	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	15	
Total.....	1,434	510	354	2,298	155	28	5	21	170	13	86	5	2	4	59	51	2	5	10	114	1	3	3	2	25	330	212	1	119	233	580	1	49	9	2,298

F. W. ANNAND,  
Dominion Government Immigration Agent.

HALIFAX, June 30, 1904.









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STATEMENT F.—Nationalities of Steerage Passengers brought by each Line.

Lines.	Nationalities																										Totals . . . . .
	English.	Welsh.	Scotch.	Irish.	S. Africa.	Australian.	Austrian.	Bohemian.	Buckowinian.	Galician.	Hungarian.	Slovak.	Lithuanian.	Belgian.	Bulgarian.	Dutch.	French.	German Empire.	German, N.E.S.	Russian.	Saxon.	West Indian.	Bermuda.	Jamaica.	Greek.	Hebrew, N.E.S.	
Allan Line. . . . .	6,736	144	3,449	613	5	11	33	1	4	22	12	3	10	129	58	107	165	57	57	1	1	1	1	1	6	11	270
Furness-Allan. . . . .	604	11	85	14			2				4			12		25	14										18
Dominion. . . . .	2,196	38	123	112	2	1	5		2	27	1	1	1	45		9	55	5	5	1					11	10	114
Canadian Pacific. . . . .	570	17	52	55		3								1		1	28									1	17
Hamburg-American. . . . .						3	249	60	825	4,607	592	39	7		10		9	165	338	1	7	7	2	30	2		176
Other Lines. . . . .	16		5	3			1										182		1	1							
Totals . . . . .	10,122	210	3,714	797	7	18	290	61	831	4,656	609	43	19	186	10	68	378	425	401	2	7	7	3	30	19	22	595

Lines.	Total.																																
	Hebrew, Polish.	Hebrew, Austrian.	Hebrew, German.	Italian.	Newfoundland.	New Zealand.	Poles, N.E.S.	Poles, Austrian.	Poles, German.	Poles, Russian.	Persian.	Roumanian.	Russian, N.E.S.	Finnish.	Doukhobor.	Menonites.	Spanish.	Swiss.	Servian.	Danish.	Icelandic.	Swedish.	Norwegian.	Turks.	Armenian.	Assyria.	Syria.	Portugal.	U. S. Citizens.	Red. Canadians.	Tourists.		
Allan Line.	20	30	2	50	12	4	17	1	1	50	1	9	148	328	4	1	1	1	1	200	18	383	678	6	5	19	4	4	4	30	713	37	14,633
Furness-Allan.				11	1								17	17						1	3	19	53							2	32	12	941
Dominion.	4	14		36	4	4	6	2				1	38	32			1	8		29	5	148	77	8						11	213	46	3,499
Canadian Pacific.	1	3		7	1	1	7						21	5			12		14		27	51								1	49		944
Hamburg-American	16	40		104			6	10	42	2	116	468	468			11	11			3			1	1		6	102	8	32	8			8,073
Other Lines.				37	616								5														3		34	114	62		1,124
Totals.	41	87	2	245	633	9	36	13	1	92	3	126	680	382	411	243	243	3	3	244	26	577	861	6	13	28	106	3	486	1153	165		29,214

F. W. ANNAND,  
Dominion Government Immigration Agent.

HALIFAX, June 30, 1904.



## SESSIONAL PAPER No. 25

## STATEMENT G.—Comparative Statement of Monthly Arrivals 1902-3 and 1903-4.

Months.	CANADA.		Increase.	Decrease.	STATES.		Increase.	Decrease.	TOTALS.		Increase.	Decrease.
	1902-1903.	1903-1904.			1902-1903.	1903-1904.			1902-1903.	1903-1904.		
July.....	786	1,063	277	.....	265	222	.....	43	1,051	1,285	234	.....
August.....	527	1,054	527	.....	97	184	87	.....	624	1,238	614	.....
September.....	491	791	300	.....	106	102	.....	4	597	893	296	.....
October.....	459	516	57	.....	51	31	.....	20	510	547	37	.....
November.....	1,244	990	.....	254	515	193	.....	322	1,759	1,183	.....	576
December.....	920	1,085	165	.....	509	213	.....	296	1,429	1,298	.....	131
January.....	1,015	809	.....	206	369	80	.....	289	1,384	889	.....	495
February.....	861	1,518	657	.....	352	225	.....	127	1,213	1,743	530	.....
March.....	5,616	5,283	.....	333	817	307	.....	510	6,433	5,590	.....	843
April.....	7,698	9,779	2,081	.....	1,010	527	.....	483	8,708	10,306	1,598	.....
May.....	4,975	2,021	.....	2,954	870	199	.....	671	5,845	2,220	.....	3,625
June.....	3,398	2,007	.....	1,391	612	15	.....	597	4,010	2,022	.....	1,988
Totals.....	27,990	26,916	4,064	5,138	5,573	2,298	87	3,362	33,563	29,214	3,309	7,658

F. W. ANNAND,

*Dominion Government Immigration Agent.*

HALIFAX, June 30, 1904.

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## STATEMENT H.—Comparative Statement of Nationalities Remaining in Canada.

Nationality.	1902-1903.	1903-1904.	Increase.	Decrease.
English.....	8,569	9,967	1,398	
Welsh.....	142	205	63	
Scotch.....	2,823	3,686	863	
Irish.....	645	776	131	
South Africa.....		7	7	
Australian.....	24	18		6
Austrian.....	178	120		58
Bohemian.....	10	61	51	
Buckowinian.....	1,145	831		314
Galician.....	6,812	4,643		2,169
Hungarian.....	1,410	523		887
Slovak.....	81	43		38
Lithuanian.....	19	19	19	
Belgian.....	47	181	134	
Bulgarian.....	6	10	4	
Dutch.....	19	66	47	
French.....	78	374	296	
German Empire.....	352	366	14	
German, N.E.S.....		350	350	
Russian.....		1	1	
Saxon.....	13	7		6
West Indies.....	17	7		10
Bermuda.....	6	3		3
Jamaica.....		30	30	
Greek.....	40	17		23
Hebrew, N.E.S.....	151	22		129
" Russian.....		590	590	
" Polish.....		41	41	
" Austrian.....		87	87	
" German.....		2	2	
Italian.....	504	235		269
Newfoundland.....	335	519	184	
New Zealand.....		8	8	
Poles, N.E.S.....	119	33		86
" Austrian.....		13	13	
" German.....		1	1	
" Russian.....		90	90	
Persian.....	39	3		36
Flemish.....	4			4
Roumanian.....	106	101		5
Moldavian.....	1			1
Maltese.....	1			1
Russian, N.E.S.....	1,224	350		874
Finns.....	626	170		456
Doukhobors.....		4	4	
Mennonites.....		11	11	
Spanish.....		1	1	
Swiss.....	21	34	13	
Servian.....	1	3	2	
Danish.....	141	125		16
Icelandic.....	17	26	9	
Swedish.....	577	344		233
Norwegian.....	433	281		152
Turks.....	19	6		13
Armenian.....	3	13	10	
Assyria.....		27	27	
Syria.....	684	106		578
Arabia.....	3	4	1	
U. S. Citizen.....	30	37	7	
Returned Canadians.....	425	1,153	728	
Tourist.....	109	165	56	
Total.....	27,990	26,916	5,293	6,367

F. W. ANNAND,

Dominion Government Immigration Agent.

HALIFAX, June 30, 1904.

## SESSIONAL PAPER No. 25

## STATEMENT I.—Showing the Number of Arrivals according to Ports of Departure.

Ports of Embar tion.	Numbers.
England, Liverpool.....	17,410
" London.....	14
Scotland, Glasgow.....	3,747
Germany, Hamburg.....	8,073
France, St. Malo.....	189
United States, Boston.....	3,116
" New York.....	435
Newfoundland, St. John's.....	796
St. Pierre.....	9
West Indies and Bermuda.....	429
Totals.....	34,218

F. W. ANNAND,

*Dominion Government Immigration Agent.*

HALIFAX, June 30, 1904.

## STATEMENT J.—Showing the Number of Immigrants landed at Halifax assisted to Emigrate by various Societies during the year ended June 30, 1904.

By whom sent out.	ADULTS.		CHILDREN.		Total.	Destination.
	Male.	Female.	Male.	Female.		
Dr. Barnardo, London, G.B.....			50	3	53	Toronto, Ont.
Children Home Orphanage, London, G.B.....			44	4	48	Hamilton.
Rev. R. Wallace, Belleville.....			49	14	63	Belleville.
Mr. Fegan's Home, London, G.B.....			49		49	Toronto.
Middlemore Home, Birmingham, G.B.....			68	36	104	Fairview, N.S.
Sheltering Home, Liverpool, G.B.....			54	35	89	Knowlton, Que.
The Hon. Mrs. Joyce, London, G.B.....		36			36	Throughout Canada.
Totals.....		36	314	92	442	

F. W. ANNAND,

*Dominion Government Immigration Agent.*

HALIFAX, June 30, 1804.



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## No. 5.

## REPORT OF G. BOGUE SMART, INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

OTTAWA, June 30, 1904.

The Superintendent of Immigration,  
Ottawa.

SIR,—In presenting my fifth annual report (for the year ended June 30), I desire to state that the work accomplished by this branch of the department exceeds that of former years.

In Great Britain there is a manifest revival of interest in juvenile emigration to Canada and an increased emigration during the approaching twelve months may be anticipated. It is well to remember that, unlike our general immigration policy, no appeal is made by the government of Canada on behalf of this class of emigrants. It is, therefore, very desirable that those interested in and responsible for the selection of children for emigration should appreciate the importance of sending to this country only such as have received a careful previous training and of possessing as complete a knowledge as possible of their physical condition and moral character.

In years past some doubt existed in the minds of many Canadians as to the wisdom of transplanting children from the cities of Great Britain to Canadian farms, and considerable opposition to the work was experienced by those engaged in it. The adverse criticism was doubtless the natural outcome of a lack of proper organization and supervision in the early history of the work. To-day, however, more careful attention is given to these features of the undertaking, and such criticism is less frequently heard.

The demand for the service of the British juvenile by the Canadian farmer during the past year has been steadily maintained. With the exception of an insignificant number, those on my inspection list are doing well, and few comparatively have been returned to England. With them, as with all children, sympathy and encouragement count for much. During my travels, which have extended throughout the older provinces of the Dominion, a few cases of employers have been found who had apparently overlooked the fact that, so far as capability was concerned, they were dealing with children and not adults. Still I am pleased to be able to report that the care and treatment of the children by their employers have been very satisfactory indeed.

The value of juvenile immigration to the Dominion, as I have already pointed out, depends upon the care and oversight of the children for a reasonable period subsequent to their being placed in homes, and each child must be dealt with individually, otherwise there might be unnecessary hardships endured by the child. In selecting homes and situations, good judgment appears generally to have been exercised.

The value and importance of the receiving and distributing homes cannot, in my opinion, be over-estimated. During the year I have made a personal inspection of the various institutions of this kind in the Dominion, except those in Manitoba, and, without exception, their management appears to be in efficient and capable hands.

With no small degree of satisfaction am I able to note the great advantage of the Canadian government's departmental oversight to both employer and child. When an inspector of the Canadian government finds a boy or girl unsuited for its situation, or

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generally unsatisfactory to its employer, my suggestion for its removal is promptly acted upon by the society or agency concerned. In this connection, I might add that it is the custom of many societies, in placing their wards, to have it clearly understood by employers that they are at liberty to return the child should it prove unsuitable after a month's trial.

Addressing a meeting of the Bristol Guardians recently a speaker referred to an interview he had had with a boy sent to Canada some years previously, as follows:—

'This boy has removed from my (the speaker's) mind any doubt that had existed as to the manner in which the children were inspected when they came to Canada. He proved that the Canadian government inspector regularly visited him and gave him every opportunity to complain.'

Our recently compiled medical regulations have not been found to be unduly stringent, and are well observed. The physical and mental condition of the children coming within my jurisdiction has been very satisfactory. From the Canadian point of view, this is most important, and it is very desirable for the success of the work that the British immigrant child should not compare too unfavourably with our native-born Canadian children.

By special invitation, I was afforded the pleasure of addressing the children of the Catholic Emigrating Association at their New Year's re-union in Montreal. The gathering was attended by some of the leading ecclesiastics and other influential citizens of the metropolis, and was a most successful meeting. The children were bright and intelligent looking and their appearance was creditable to their foster parents and guardians.

Many of our Scotch-Canadian farmers will be pleased to learn of the prospect in the near future of the arrival of a party of boys from the Bridge-of-Weir Homes, Scotland.

I have had the pleasure of personally discussing the various phases of the work and the requirements of the Canadian farmer with Mrs. Birt, of the Liverpool Homes, Miss M. E. Miles, of the Fulham Board of Guardians, and Mr. George Jackson, of Birmingham, England, who are all actively engaged in the care, training and subsequent emigration to Canada of necessitous children, and I have every reason for believing that these conferences will result beneficially to the work.

I cannot close my report without referring to the loss sustained by the Bridge-of-Weir Homes in the death of Mrs. Quarrier, widow of the founder of the orphan homes of Scotland. Many Scottish boys and girls throughout Canada have lost a true friend by her death. The emigration work of the homes was suspended for several years, but the children previously sent out to Canada have not been lost sight of or neglected, and a continual and careful oversight of them has been maintained. I have also to record with regret the retirement of Miss Meiklejohn from the charge of Mrs. Birt's receiving home at Knowlton, P.Q., as she was always most efficient in the discharge of her responsibilities.

The work of the Liverpool Catholic Children's Protective Society and the Canadian Catholic Emigration Society has been taken over by the Catholic Emigrating Association under the general management of Mr. Cecil Arden. Receiving and Distributing Homes are maintained at Montreal and Hintonburg, Ont.

Appended may be found the report of Mr. W. J. Kennedy on his work of inspection of children in Manitoba and the North-west Territories, and the reports of Messrs. Hillyard and Blair, who assisted with the inspection in Ontario and Quebec.

I may add that on my visits of inspection to the various distributing homes I have been received with unflinching courtesy, and that every facility has been given me for the proper discharge of my duties as inspector. These institutions I find to be well equipped, and the ladies and gentlemen in charge of them enthusiastic and painstaking in their efforts for the welfare of the children entrusted to their care.



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The following statement will show the number of children emigrated to Canada during the past year by some of the principal societies, and the number of applications received for children —

Society or Agency.	Children Immigrated.	Applications Received For children.
Bristol Emigration Society, St. John, N.B.	40	82
Girls' Home of Welcome, Winnipeg	No record given.	
Shaftsbury Home, Winnipeg	"	
Canadian Catholic Emigration Society, Ottawa	106	270*
Dr. T. Bowman Stephenson, Hamilton	60	506
Miss Macpherson, Stratford	142	533
Church of England Waifs' & Strays' Society, Sherbrooke, boys	54	Not reported.
Church of England Waifs' & Strays' Society, Niagara-on-the-Lake, girls	29	453
Mr. Fegan's Home, Toronto	49	500*
Rev. Robert Wallace, Belleville	94	1,168
Mrs. Birt, Knowlton	106	1,309
Mr. Middlemore, Halifax	130	300
Dr. Barnardo's Homes, Toronto, Peterborough, Winnipeg and Russell, Manitoba	1,188	10,614
Catholic Emigrating Association, Montreal	206	549
Mr. Quarrier, 'Fairknowe,' Brockville		249
Self-Help Emigrating Society, Montreal	No record given.	
East End Emigrating Society, Montreal	"	
Working Boy's Home, Lennoxville	8	40
Total	2,204	16,573

\* Estimated.

#### DR. T. BOWMAN STEPHENSON'S HOME, HAMILTON, ONT.

I personally inspected this distributing home on April 6 and found everything highly satisfactory. I was fortunate in reaching the home a few hours after the arrival of their first annual party, and was therefore enabled to inspect them before they were separated. They were in type and intelligence very satisfactory indeed.

The governor, Mr. Frank Hills, furnished me with much information concerning his operations. Mr. Hills states that during the past few years their work has been gradually increasing, although it has not yet reached the proportions of the early years. This year about sixty boys were received. Their healthy, robust physique would have compared favourably with any similar number of Canadian-bred lads. It has been intimated that he may expect a small party this fall, which may bring the number to about 80 for the year. In consequence of the large number of applications he is able to pick and choose homes and endeavours to select only the best. Their children could easily be placed in their own county, but he felt it is to their interest to be distributed in other counties. This year he has placed children in Halton, Hal-dimand, Lincoln, Elgin, Norfolk, Oxford, Wellington, Huron, Welland, Brant and Wentworth. Every boy is placed out under agreement, he goes a month on trial, and the farmer can return the boy any time on giving one month's notice.

The health of the children is reported as excellent.

The moral and material advantages to be gained for the children by residence in Canada are being realized more and more every day, and the children themselves soon appreciate them.

#### MARCHMONT HOME, BELLEVILLE, ONT.

Mr. Wallace's annual party of juveniles consisted of thirty-four girls and fifty-three boys. They were all personally selected by him in Manchester, Worcester and



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Bath, England, and Salcoats, Scotland. Their emigration to Canada had been held before them as a reward for good behaviour, and their characters are therefore vouched for. None were brought to Canada contrary to their wish.

Since my last visit only two children have been returned to England, one owing to ill-health and the other had a weak arm.

Marchmont, by its admirable situation, well kept gardens and grounds, makes an ideal home. It is the pioneer receiving home, and was specially built for such a purpose. Gratifying reports as to the progress and behaviour of their children have been received, and the children are well looked after.

## MISS MACPHERSON'S CHILDREN'S HOME, STRATFORD, ONT.

I paid my annual visit of inspection to this home on November 13, and found, as on previous occasions, everything in good order.

Mr. W. H. Merry has since returned from England and resumed the oversight of Miss Macpherson's Canadian work. Mr. Merry reports that in the matter of applications received during this past-year the demand has been markedly greater than usual. Only those applications are retained by him that come within easy reach of the home, very few indeed of their children being placed east of Wellington or west of Middlesex county. He has retained on his application list 286 applications for boys and 247 applications for girls during the year.

The reports of those who visit the children in their homes have given him great satisfaction during the year, and the progress and prospects for young people are most encouraging. Many of the older ones have been happily married and several again this year have added to the country of their adoption by bringing out some of their relatives to join them in Canada.

## MR. J. W. C. FEGAN'S HOME, TORONTO, ONT.

I visited this home shortly after the arrival of their first annual party of boys. A number had been sent forward to their situations, and those remaining were preparing to be sent out. They were a fine, healthy lot of lads, and well suited for Canadian farm life. Each one had a liberal supply of clothing of good quality, and nothing essential in this regard appeared to have been overlooked. A large selection of wholesome reading matter and note paper were included in their boxes.

The home throughout is well maintained.

## CATHOLIC EMIGRATING ASSOCIATION.

My second annual inspection of this home was made on May 16. Their first party of boys reached Quebec on the 8th idem by ss. *Bavarian*. The party consisted of forty-four boys, eleven of whom were sent to Canada under the authority of the boards of guardians; the balance were from private institutions and schools in and about London. Their maximum age was sixteen and minimum eleven years. I found twenty of this party in the home, the others having been sent forward to situations in Ontario and Quebec.

The home is conveniently situated in St. Antoine street, but the lack of ground room is felt somewhat. The interior of the house is well adapted for a receiving home and the rooms are large and airy. Fifty children could easily be accommodated. Two large connecting parlours are used as a reception-room and weekly 'at homes' or reunions are held on Sunday evenings for their children residing in the city. I spent some time here with Mr. Arden, who received me most courteously and spared no trouble to explain the various details of the daily routine of the home and the policy of the society in dealing with and placing out children. The work is arranged with

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a view to thoroughness and reasonable economy, and I believe no pains are spared to make the supervision and care of their children as effectual as possible.

In addition to the party that had just arrived, four sailings have been booked for between now and September 1.

Many more applications have been received than it will be possible to fill.

MRS. BIRT'S HOME, KNOWLTON, P.Q.

One hundred and six children were brought to Canada by Mrs. Birt during the past year. They were promptly placed, as many applicants were awaiting their arrival. Many of their children, who have done well in Canada, encourage others of the family to come to this country. Twenty-one of the spring's band had friends already in Canada.

During the past year Miss Birt and Mr. Drummond spent some time visiting the children placed out, in addition to that done by the four gentlemen—government school inspectors—who go the round of the children in their several districts.

In the summer of 1903, Mr. Drummond, of the Liverpool Home, visited 298 boys and girls and reported that he found the children wearing better clothes, eating better meals, and living under happier conditions than they had been accustomed to in the Old Land.

The Home is well managed and due regard paid to the comfort and welfare of the children.

CHURCH OF ENGLAND WAIFS' AND STRAYS' SOCIETY, THE GIBB HOME, SHERBROOKE, P.Q.

I inspected this home shortly after the arrival of twelve boys whom I personally inspected at the home. Generally speaking, they were of robust appearance and good type. The children, so far as I am able to learn, made the journey to Canada unaccompanied. Two lads are at the home and will probably remain for a time as the matron is experiencing some difficulty in securing suitable situations for them on account of their size and age.

Agreements for all children placed have been entered into and nominal wages provided for.

A new dining room has been provided at the home; and the general appearance of the house and grounds proves that the matron is performing her duties in a satisfactory manner.

"OUR WESTERN HOME," NIAGARA-ON-THE-LAKE, ONTARIO.

On the occasion of my visit to this historical institution there were a number of children of tender age in residence. They were bright, healthy looking little girls and appeared to be happy and contented. These children, I understand, will make an indefinite stay, during which they will receive an elementary tuition in the home under the society's governess.

The home is large and commodious, and the quarters set apart for the children are comfortable. The lady superintendent and her assistants are evidently much interested in their work.

THE MIDDLEMORE HOME, FAIRVIEW, HALIFAX.

This home was inspected on June 4. There were no children in residence. The superintendent was expecting their first party within a day or so and everything was in readiness for their reception.

I was informed that comparatively a small number of their juveniles had been returned or removed from situations during the year, and complaints concerning the children and their treatment had likewise been infrequent.



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The quarters reserved for the children were properly arranged, and the home throughout was in good order.

The system of visiting the children each year is regularly kept up, and the interests of the children are not overlooked. No child is placed except under a written agreement or indenture covering a stated term.

## DR. BARNARDO'S BOYS' HOME, TORONTO, ONT.

During the past year 1,188 children were emigrated by Dr. Barnardo, an increase of thirty-eight over the previous year. In consequence of their growing numbers the staff of visitors are out amongst the children the year round. No change has occurred in the plan of placing their children; and written indentures are in every case entered into between the superintendent of the home and the employer. Fewer children have changed their situations than one would naturally expect. Of the large number of Barnardo children under departmental inspection I am able only to recall a very small number who are not in the enjoyment of good health.

Mr. Owen, general superintendent of Dr. Barnardo's work in Canada, states that the percentage not making satisfactory progress or who have proved a disappointment has been small. The result of the year's work has been gratifying.

I am advised that approximately 400 silver medals have been distributed amongst the boys for length of service and good conduct. The distribution of medals is an annual event.

On the various occasions that I visited this home few children were found at headquarters, and I learned on inquiry that many of these were formerly boarders and were here en route to situations after having reached the completion of the boarding-out term; others were being transferred from one situation to another.

Their records are so carefully kept that any information I have required has been furnished with promptness. The home throughout is well maintained; and the children lack no necessary comfort during the time they remain here.

'HAZEL BRAE,' DR. BARNARDO'S RECEIVING HOME FOR GIRLS, PETERBOROUGH, ONT.

On April 20 I paid my annual visit to this interesting home, and found it a very busy centre. The secretary, matron and their assistants are much devoted to their work.

Great importance is laid on the personal visitation of their children in their new homes and each girl is visited at least annually by one of their lady visitors. Their reports as to health, progress and behaviour have, with few exceptions, been very satisfactory. There has been a largely increased demand for girls this year.

'Hazel Brae' is admirably situated and well maintained.

Your obedient servant,

G. BOGUE SMART.

## REPORT OF R. W. HILLYARD.

*(Appended to Mr. Smart's Report.)*

G. BOGUE SMART, Esq.,

Inspector of Immigrant Children.

SIR,—It was my privilege to be engaged in the inspection of immigrant children under your supervision. Having visited about 140 children, I am in a position to form a fairly correct idea of the nature and importance of the work being done. I have found that in the large majority of cases the children are comfortably placed and



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do not hesitate to express their gratitude for the homes provided for them. I also find much satisfaction among those who have taken them under their roof. Another gratifying feature is the good health of the children; among those visited not one was found in ill-health.

The placing of most of the children in rural districts, where they are safe from the temptations of town and city life, is conducive to their moral and physical development. In view of the splendid work which is being done there should be in Canada enlarged sympathy and practical support toward the homes engaged in this good work.

Your obedient servant,

R. W. HILLYARD.

### REPORT OF W. J. KENNEDY.

*(Appended to Mr. Smart's Report.)*

G. BOGUE SMART, Esq.,  
Inspector of Immigrant Children,  
Ottawa.

SIR,—As requested by the Commissioner of Immigration, I give you a report of my inspection of British immigrant children as follows: Upon receiving instructions from the department I set out on October 1 and made a tour of inspection. I first took the list provided and saw Mr. Malcolm Davis, of the Barnardo Home, Winnipeg, and with his assistance corrected the same as to present abode and addresses of children, and, having secured this, I set about the inspection, laying out the most convenient routes in order to economize time and travelling expenses as much as possible. I visited each child on the list apportioned to me, and in every case—with the exception of two, where the boys were away at the time of my visit—I questioned the child closely as to his surroundings, his treatment by his employer, his hopes, fears and desires, and I am pleased to report that I found them invariably satisfied—all enjoying good health; no complaints of a serious nature were made to me, and only trifling grievances such as a distaste for herding cattle or having to help the mistress of the house in some cases—‘girl’s work’—which some of the boys did not like. However, I advised them to exercise patience and as they grew older their employer would allocate to them more ‘manly’ work, and in after years they would not regret their kitchen experience.

Only two of the children visited were placed with bachelors, but in these cases I found they were in good homes and if not enjoying the benign influence of the tender sex, they were in good hands, well fed, well clothed and cleanly kept. I found in nearly all cases the children had fair schooling, and were kept in practice by reading, attending Sunday school and church, and that when schools were available and the agreements called for it they were getting the benefit of school attendance.

The individual reports which will no doubt come before you will give the exact situation as to each child.

I also took occasion to talk with their employers and their side of the story was fairly satisfactory; some complaint was made of the untruthfulness of some of the children; others were inclined to be lazy, but on the whole most of them admitted the boys were about as good as the average of any class or nation.

In connection with the foregoing, I might say that on the whole this class of immigrants are very desirable and quite a useful addition to our population, as I found great demand among farmers for boys who could help about the farm doing chores, herding cattle, and in many ways helpful to the farmer, and the children, if carefully selected, and the vicious and incorrigibles culled out before sending to

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Canada, are quite capable of filling the bill. And I believe the placing of them with good farmers is best for them, as they will not be so liable to come in contact with vicious associates as if they were placed in towns and villages. As they grow up to maturity it will then be time for them to choose other occupations as may seem most suitable for them to pursue. I found a disposition on the part of many employers to treat the children as their own, and as their equals in every way. I found the officials of the Barnardo Home most courteous and obliging, and evidently desirous of doing their very best for the children entrusted to them. I found on inquiry among the children and their employers that the officers of the home were in constant touch with the children and kept themselves posted as to their health, their grievances, &c., and investigated promptly any alleged ill-treatment or other derogatory rumours which came to their knowledge, and did not hesitate, where circumstances warranted, to adopt firm measures to meet the case.

Your obedient servant,

W. J. KENNEDY.

## REPORT OF F. C. BLAIR.

*(Appended to Mr. Smart's Report.)*

G. BOGUE SMART, Esq.,

Inspector of British Immigrant Children and Receiving Homes,  
Ottawa.

SIR,—I beg to submit the following report of my work.

During the month of June I visited the province of New Brunswick, where there are some 90 or more workhouse children, the majority of whom came through the Bristol Emigration Society, and of this number I visited 82. The general health of the children is splendid; not more than three or four cases in which sickness was reported. The general behaviour is also good, apart from a tendency to run about without the consent of the agent.

A party of forty children arrived in St. John, June 20. They were fine types with but few exceptions, and all seemed to be in the best of health and spirits. Some were given away at once, the others being taken to the immigration building, where they were kept for a day or two before all were placed out. The sailors' home, which was used last year as a distributing centre, is no longer available for this purpose. The demand for these children is increasing. I have also visited a number of children from various homes placed throughout Ontario and Quebec, and have found the work in good condition. The progress of the children is generally satisfactory, and many express their satisfaction with their Canadian homes. Seldom does a week pass without some boy or girl inquiring how to get some brother or sister out to Canada.

Your obedient servant,

F. C. BLAIR.



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## No. 6.

## REPORT OF THE CHIEF MEDICAL OFFICER.

DEPARTMENT OF THE INTERIOR,

OTTAWA, June 30, 1904.

JAMES A. SMART, Esq.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I beg to submit a report on the work of the medical inspection service for the year 1903-4. The work has had to do with the total number of immigrants arriving at the ports of Quebec, St. John, Montreal and Halifax, as shown in the following table :—

TABLE I.—Statement of the number of immigrants entering Canada via Ocean Ports, and of immigrants from the United States through Montreal, during the year 1903-1904.

*Halifax.*

Month.	For Canada.	For United States.	From United States.	Total.
July.....	1,021	222	.....	1,243
August.....	1,022	184	.....	1,206
September.....	776	102	.....	878
October.....	490	31	.....	521
November.....	954	193	.....	1,147
December.....	1,048	213	.....	1,261
January.....	749	80	.....	829
February.....	1,326	225	.....	1,551
March.....	4,953	307	.....	5,260
April.....	9,364	527	.....	9,891
May.....	1,961	199	.....	2,160
June.....	1,934	15	.....	1,949
Totals.....	25,598	2,298	.....	27,896

*Quebec.*

July.....	6,955	2,221	.....	9,176
August.....	5,271	2,051	.....	7,322
September.....	4,323	1,839	.....	6,162
October.....	4,282	1,683	.....	5,965
November.....	1,887	697	.....	2,584
December.....	.....	.....	.....	.....
January.....	.....	.....	.....	.....
February.....	.....	.....	.....	.....
March.....	.....	.....	.....	.....
April.....	.....	.....	.....	.....
May.....	14,637	1,351	.....	15,988
June.....	8,632	1,141	.....	9,773
Totals.....	45,987	10,983	.....	56,970



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TABLE I.—Statement of the number of immigrants entering Canada, &c.—*Concluded.**St. John.*

Month.	For Canada.	For United States.	From United States.	Total.
July .....				
August.....	10	19		29
September.....	3			3
October.....				
November.....	512	614		1,126
December.....	1,098	801		1,899
January.....	511	480		991
February.....	992	526		1,518
March.....	2,101	505		2,606
April.....	3,032	237		3,269
May.....				
June.....				
Totals.....	8,259	3,182		11,441

*Montreal.*

July ..	147		241	388
August...	280		206	486
September .....	128		121	249
October.....	257		170	427
November.....	297		118	415
December.....	208		99	307
January.....	93		100	193
February.....	193		124	317
March.....	933		367	1,300
April.....	1,320		345	1,665
May.....	791		373	1,164
June.....	669		232	901
Totals.....	5,316		2,496	7,812
Grand total.....	85,160	16,463	2,496	104,119

While the service is especially interested in the inspection of immigrants destined for Canada, it has also to take oversight of immigrants arriving at Canadian ports but intending to pass into the United States over Canadian railways. This latter work is necessitated by the fact that should such immigrants not be inspected at the ports by officers of the United States immigration service, they would be detained at the many border ports of entry into that country to the inconvenience not only of the immigrants themselves, but also of the railways and the towns on the Canadian side of the border. Provision exists whereby these immigrants are transferred to the United States officers on landing from the vessels, and such as are detained are reported to the immigration agent of the port as undesirable immigrants either on account of disease or owing to lack of funds. The practice hitherto has been for the agent to report these to the transportation company which transported them to Canada, with instructions to either deport them or provide means for their maintenance and treatment in the detention hospitals which have been established at the several ports. Owing to these arrangements it has been possible to prevent the deportation of many immigrants who have been induced to take passage by Canadian steamship lines and to facilitate the commercial operations of the latter. While the practice is in some respects anomalous, still, so long as the cost of detention is fully met by the transportation companies, it presents no objections so serious that they are not perhaps more than counterbalanced by the advantages both to the immigrants and to the companies.

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While under the Immigration Act, Cap. 65, Revised Statutes of Canada, large powers are reposed in the minister of the department and his officers for regulating the entrance of immigrants into Canada, yet owing to the many changed circumstances since the Act was consolidated in 1872, it became necessary to amend it, and in 1902 an Act cap. 14, was passed amending the Immigration Act by the following sections:—

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## CHAP. 14.

## AN ACT TO AMEND THE IMMIGRATION ACT.

(Assented to May 15, 1902.)

‘His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada enacts as follows:—

‘1. *The Immigration Act*, chapter 65 of the Revised Statutes, is amended by inserting the following section immediately after section 24 :—

“24 A. The Governor General may, by proclamation or order, whichever he considers most expedient, and whenever he deems it necessary, prohibit the landing in Canada of any immigrant or other passenger who is suffering from any loathsome, dangerous or infectious disease or malady, whether such immigrant intends to settle in Canada, or only intends to pass through Canada to settle in some other country.

“2. Such prohibition may be absolute, or may be accompanied by permission to land for medical treatment only, for a period to be determined as provided by order or proclamation.”

“2. Any person landed in Canada from a vessel in contravention of *The Immigration Act* or any Order in Council or proclamation lawfully issued thereunder, or any person landed for medical treatment who remains in Canada in contravention of such order or proclamation, may be apprehended, without a warrant, by any immigration agent or other government officer, and may be compelled to return or be taken on board the vessel, and by force if necessary; and every owner or master of a vessel who violates the provisions of this Act, or who aids or abets any immigrant or passenger in acting in contravention of such order or proclamation, or who refuses or neglects to take back on board the vessel any such immigrant or passenger, shall incur a penalty not exceeding ten hundred dollars, and not less than one hundred dollars in the case of each and every of such immigrants or passengers.’

EXTRACT from a report of the Committee of the Honourable the Privy Council, approved by His Excellency on August 15, 1902.

‘On a report dated July 26, 1902, from the Minister of the Interior, submitting with reference to the provisions of the Act, chapter 14 of 2 Edward 7, intituled “An Act to amend the Immigration Act,” and in view of the large numbers of immigrants who are now coming from foreign countries to Canada and to the United States via Canadian ports, that it is expedient and necessary that a proclamation be issued forthwith, in accordance with the provisions above referred to, prohibiting the landing in Canada absolutely of any immigrant or other passenger who is suffering from any loathsome, dangerous or infectious disease or malady, whether such immigrant or passenger intends to settle in Canada or only intends to pass through Canada to settle in some other country, and whom the Minister of the Interior or officer to whom he intrusts the matter, considers should be absolutely prohibited from landing in Canada or permitting any such immigrant or passenger to land in Canada for medical treatment, only for such period as such minister or officer may deem reasonable and sufficient to effect his cure, and authorizing such minister or officer to take such action at the expir-



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ation of such period if any such immigrant or passenger so permitted to be landed for medical treatment is not then cured of the disease or malady from which he is suffering as may be necessary, and as can be taken under the provisions before referred to, to return such immigrant or passenger or to compel him to be taken on board the vessel from which he was so temporarily landed, and having so returned him or compelled his return to such vessel, prohibiting his being again landed in Canada.

'The minister therefore recommends that a proclamation in such terms be issued forthwith and that the Minister of the Interior be authorized to give any officer to whom he may entrust any action arising under such proclamation and the provisions before referred to, such instructions as he may deem advisable and necessary for the conduct of such action in accordance with the terms and intention of such proclamation and provisions.

'The committee submit the same for approval.

(Signed)

'JOHN J. MCGEE,

'Clerk of the Privy Council.

'To the honourable

'The Minister of the Interior.

N.B.—Published in *Canada Gazette* on September 20, 1902, Vol. 36, No. 12, for the second consecutive week.'

Under these amending clauses medical inspectors were appointed at the ports of Quebec, Halifax, St. John, Montreal and Winnipeg, and the service was organized under an Order in Council, dated August 15, 1902. This service has been in operation during the two past seasons, and the duties of the medical inspectors are carried out under instructions as set forth in a printed manual which includes the following sections to which are appended brief descriptions of those diseases, especially demanding attention.

## INSTRUCTIONS FOR THE MEDICAL INSPECTION OF IMMIGRANTS.

'In order to comply with and enforce the Immigration Act, Amendments thereto, and Regulations made thereunder, the attention of Medical Inspectors, and others connected with the Immigration Service, is directed to the following particulars regarding those persons who may not be admitted as immigrants to Canada, or only admitted under certain conditions.

'Class I.—Those persons who by reason of some specified physical disability or disease, or through some moral or criminal cause, are refused admission to Canada.

'Class II.—Those persons who by reason of being diseased, crippled or deformed, or through some mental condition, must be held for examination as to whether the conclusion "that they are likely to become a public charge" can be justified.

Class III.—Those persons who, suffering from some physical disease of a curable character, may be admitted for treatment to a Detention Hospital under the supervision of the department, under the conditions set forth in the Act or Regulations.

Class I will therefore include: (a.) all persons convicted of some crime; (b.) all insane persons; (c.) all epileptics; (d.) all idiots; (e.) all blind, deaf and dumb persons, and other defectives; (f.) all advanced consumptives; (g.) all suffering from chronic venereal disease.

'Class II will include those suffering from: (a) dangerous contagious diseases, e.g., small-pox or diphtheria; (b.) contagious or loathsome diseases not necessarily dangerous to life, but which may be chronic or incurable, e.g., favus or trachoma; (c) from organic diseases, as heart disease, kidney disease, &c.; (d.) or who may be deformed or crippled.



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'Class III will include those suffering from: (a) some mild acute contagious disease, e.g., measles, chicken-pox; (b) a curable parasitic disease, e.g., tinea, scabies, &c.; (c) or a disease which, though non-contagious, may demand treatment, e.g., eczema, injuries, &c.

'1. Medical Inspectors are instructed to exercise due care, when making reports to classify cases, and to give such details of symptoms as will indicate the chief characteristics of the disease reported upon.

'2. Examinations must be made in the day time and under no circumstances are such to be made in badly lighted places. In dull weather artificial light must be used, and should shine from behind the examiner. The medical inspection shall be carried out as soon as possible after arrival of the vessel in port, and before passengers are identified by the agent of the station.

'3. Crowding of those presenting themselves for inspection must not be permitted, and the inspector must so arrange that he has a free space of ten feet in front, so that he can observe properly the walk of the persons approaching. Except infants under one year, other children in arms must be placed on the floor to show if any evidence of infantile paralysis is present, while a proper view of the eyes may be had by causing the person to look at the raised finger as he approaches.

'4. The Medical Inspector must look especially for lameness, ataxic gait and paralysis, spinal curvature and hunchbacks, and pigeon-breasts for evidences of disease.

'5. He must further carefully examine the marks or stigmata of degeneracy, as strabismus, hare-lip, defects of the palate, defective speech, and any other abnormal developments.

'6. He must also examine for evidence of rickets, as knock-knee, and for scrofulous glands of the neck, discharging ears, scabies on hand, &c.

'7. Especially must he look for these several defects in all undersized persons, as it is in persons from the slums that these defects are most commonly present.

'8. Having had the hat removed, he must examine the scalp for evidence of favus, tinea, pediculi, &c., and in all cases of baldness, where the scalp is in any way abnormal, hold them for special examination.

'9. The eyes must be carefully examined by everting the lids and examining the mucous membrane for trachoma or chronic conjunctivitis, characterized by firm persistent granulations general or localized, often associated with muco-prurulent discharge, eroded mucous membrane, with scar tissue in patches or bands, roughened cornea and pannus, trichiasis and entropion. The mild cases of conjunctivitis and blepharitis, due to smoke and dust of the voyage, should be distinguished from the contagious forms of disease.

'10. He shall in all cases, before allowing the vessel to proceed, receive from the shipmaster and surgeon a signed statement, giving the facts regarding what diseases or accidents, if any, have occurred or been present in patients during the voyage, and shall examine the vessels with a view to reporting to the Chief Medical Inspector any lack of structural or sanitary conveniences likely to promote the spread of disease amongst passengers.

'11. Having detained for special examination persons suspected by himself, or referred to him by an immigration officer of any foreign country, of any disease or condition falling under any of the several previous classes, the Medical Inspector, in any doubtful cases, shall refer it for detailed examination to the physician in charge of the detention hospital. Whenever such physician is an officer of the department, or is employed by the transportation companies, the examination in detail of all cases *certified for entry* by him shall be reviewed by the Medical Inspector of the Department; and every *certificate for entry* shall bear the signature both of the hospital physician and of the medical inspector. Whenever any serious difference of opinion exists regarding any case, the matter will be referred to the Chief Medical Inspector of the Department, whose decision shall be final. Whenever the true nature of any case has been determined, as regards its incurable, or probably curable character only

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within a given time, the written report of the physician of the detention hospital shall be given to the medical inspector, who, if agreeing, shall certify to same, and transmit it at once to the immigration agent of the port for communication to the transportation company or companies interested, for their decision as to the disposition of the case, in the matter of cost of treatment.

'12. The report in any case where the physical condition or disease present comes either under Class I, is such as is likely to make the person a public charge, or is such as cannot be cured except after months of treatment, shall recommend that the person reported upon be deported, as being undesirable as an immigrant. A copy of the detailed medical examination with the report made thereon to the immigration agent, if recommending deportation, shall, within twenty-four hours thereafter, be forwarded to the Chief Medical Inspector at Ottawa.

'14. The details of the examination of every case detained on account of suspected disease shall be entered in the record book supplied for the purpose, to be kept at the detention hospital, and to be filled out by the physician in charge. A weekly report shall be forwarded to the Chief Medical Officer at Ottawa, containing the particulars called for on the form supplied for the purpose, of all patients detained for treatment. The signed report must be filled out by the physician in charge of the detention hospital and forwarded to the medical inspector of the port for certification and transmission to Ottawa. The medical inspector is empowered to examine all persons detained in hospital, and to satisfy himself of the correctness of the report before its certification by him.

'15. The Medical Inspector shall enter the results of the examination of the passengers of every ship in the record book kept by him at the port, and shall at once thereafter report the results of such examination to the Chief Medical Officer, by letter or on the form provided for the purpose.

'P. H. BRYCE,

*'Chief Medical Inspector.'*

In order that the treatment of immigrants who, though otherwise desirable, yet were suffering from some curable disease, might be effected, it became necessary that facilities therefor should be provided either by the transportation companies, or by the department. During the season of 1902-3 the transportation companies provided temporary hospitals at the three ports of Quebec, Halifax and St. John, while the release of patients therefrom was subject to the medical inspectors of the ports. The work was carried out with fair satisfaction; but, certain obvious objections attaching to this method, the department has during 1903-4 taken over the work at Quebec, and is completing arrangements for doing the same at the ports of Halifax and St. John. This has necessitated the purchase at Quebec of the Savard Park property, situated on the Petite Rivière, and consisting of three acres of land, and two large buildings, one being a two-story brick building, capable of accommodating comfortably 150 patients, and the other a frame building, which in an emergency will accommodate 200 more. During the past season 250 patients was the largest number present at one time in the Quebec detention hospital. The buildings have been refitted and equipped with all the requirements of a modern hospital, and in them 880 patients were treated up to November 30, 1904. It is the largest and probably best equipped immigration detention hospital on the continent, and has served as an adequate complement to the medical inspection work instituted in 1903.

The principle laid down at the beginning of this hospital work has been that, while no undesirable immigrant is to be allowed admittance to Canada, yet for those thought worthy of admission the best medical service should be supplied at a minimum cost to the immigrant. Hence while the transportation companies have had to guarantee the cost of their detention and treatment, yet since this cost is made a charge against the immigrant or his friends, it was decided that during the season of 1904, a per diem charge of only 50 cents would be made for each patient, it being understood, should



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this amount prove inadequate for the cost of maintenance and treatment, that next year the amount would be supplemented by a further charge. The following statement may prove of interest as illustrating the cost of maintaining such a hospital. It will be noted that the charge for hospital guards is much larger than is required by ordinary hospitals, since the necessarily compulsory nature of the detention will be readily understood.

TABLE II.—Statement showing the cost of maintenance and administration of the Quebec hospital from May 1 to June 30, 1904.

Medical service. . . . .	\$ 203 33
Attendants and guards. . . . .	487 48
Housekeeping. . . . .	1,742 41
Transport of immigrants from wharf to hospital and return. . . . .	299 75
Total. . . . .	\$ 2,732 97

The number of detained immigrants includes principally those suffering from some disease; but a number of others are included, chiefly the children or other relatives of the persons detained as patients. The following table gives a statement of the persons detained, the reasons for such detention, &c.:

TABLE III.—STATEMENT showing number of Immigrants detained at Quebec Immigration Hospital, during May 1, to June 30, 1904.

Total includes patients and those accompanying patients; and those patients detained for deportation.

Total persons detained.		Total persons suffering from disease.		Total persons accompanying patients.		Total No. of days of detention for patients.		Total No. of days of deten- tion of those accompanying.		Total charges for patients.		Total charges for those accompanying.		Average No. of days of detention of patients.		Average No. of days of detention of those accom- panying.	
				Acc.	L.P.C.			Acc.	L.P.C.			Acc.	L.P.C.			Acc.	L.P.C.
357	329	23	5	4,883	353	56	\$2,441 50	\$105 90	\$28 00	14.84	15.34	11.2					



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As may be supposed, the number of persons detained varies from month to month with the number of immigrants entering the port and with the character of immigrants carried by the different ships. Speaking generally, the three principal steamship companies carrying passengers from British seaports brought in during the season the same average types of immigrants, and appeared to exercise care in the selection of immigrants as regards health before selling them transportation.

As might be expected, the immigrants from different countries and different centres, arriving by different ships of the several lines, vary in their freedom from disease, and especially diseases of the eyes; and hence it has been found that while from some vessels not a single person was detained, from others a very considerable number would be sent to the hospital. The latter occurs principally with vessels coming from the continental ports of Hamburg, Antwerp and Havre. The strictness of the inspection at Canadian ports has resulted in a more rigid examination of immigrants before leaving European ports and in lessening the number of detentions for treatment on account of disease.

The following table gives the number of passengers carried by the several steamship companies, and the number of detentions and deportations : —

TABLE IV.—Statement showing the number of passengers carried by the several SS. Companies to Quebec and the number of Detentions and Deportations from May 1 to June 30, 1904.

	MAY.				JUNE.			
	No. of Pass. arriving.	No. of Pass. De-tained	Per cent De-tained.	No. of Pass. De-ported.	No. of Pass. arriving.	No. of Pass. De-tained.	Per cent De-tained.	No. of Pass. De-ported.
Allan SS. Company.....	3,992	23	0·57	4	6,601	14	0·21	4
Dominion Line.....	4,433	27	0·609	.....	1,876	26	1·38	3
C.P.R. SS. Company.....	3,001	134	4·46	4	2,421	29	1·19	4
Hamburg-American Company	2,249	36	1·55	1	.....	.....	.....	.....
Canadian Lines, Limited ..	.....	.....	.....	.....	312	64	20·51	4
Franco-Canadian SS. Co. ....	449	45	10·02	23	.....	.....	.....	.....
Total.....	14,124	265	1·87	32	11,210	133	1·88	15

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The following table gives the nationality of the persons detained at the Quebec hospital :—

TABLE V.—Statement showing the nationality of the persons detained at the Quebec Hospital from May 1 to June 30, 1904.

Nationalities.	MAY.				JUNE.			
	Allan SS. Co.	Do- minion SS. Co.	C.P.R. SS. Co.	Franco- Cana- dian Line.	Allan SS. Co.	Do- minion SS. Co.	C.P.R. SS. Co.	Cana- dian Lines, Ltd.
Armenian.....		1						
Austrian.....			12					
Austrian-Galician.....								
Austrian Jew.....	1	1						
Belgian.....			1					
Danish.....			1		1			
English Jew.....	2							
Finlander.....			1			6		
French.....			1					
Galician.....			11		2		5	
Galician-Russian.....		1						
German.....	1	1	5					
German Jew.....		2				1		
German Pole.....								
German-Russian.....								
Grecian.....			4	2		3		
Hebrew.....								
Hollander.....			2					
Hungarian.....			2					
Italian.....		2	38		1	2	10	2
Icelandic.....					2			
Lithuanian.....	2				2			4
Maltese.....								1
Norwegian.....	4		1			7		
Poles.....	1	4	10				3	1
Persian.....		1						
Russian.....	1	2	2			1	3	2
Russian Jew.....	8	12	23		5	4	6	35
Russian-German.....			16				2	
Russian Pole.....	1		1		1			
Roumanian.....						1		1
Routhenian.....								
Scotch.....	1							
Silesian.....			1					15
Syrian.....				38				
Swedish.....			2			1		
Welsh.....	1							
Turk.....				5				3
Totals.....	23	27	134	45	14	26	29	64

Equally interesting with the number detained is the character of disease causing the detention. The nature of the medical inspection is seen in the instructions, already set forth, and the fact that so few cases of detention took place for other than diseases of the eyes, amply shows that much care is exercised by officers of the Immigration Service in Great Britain and on the continent and the steamship companies, in rejecting persons affected with the more evident causes of physical disability.

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The following table gives in detail the diseases for which immigrants were detained at the Quebec immigration hospital :—

TABLE VI.—Statement showing the several diseases for which Immigrants were detained at the Quebec Immigration Hospital, from May 1 to June 30, 1904.

NATIONALITIES.	Trachoma.	Conjunctivitis.	Tabes.	Tuberculosis.	Favus.	Idiotic.	Tonsillitis.	Various light indispositions.	Adenitis Lymphatics of neck.	Acne.	L. P. C.	Gland Fever.	Accidental poisoning.	Total.
Armenian.....	1													1
Austrian.....	4													4
Belgian.....	1													1
English Jew.....	1													1
Finlander.....	5													5
Galician.....	24													24
German.....	10													10
Grecian.....	5													5
Hollander.....	1													1
Hungarian.....	2													2
Italian.....	39		1				1			1				42
Icelander.....	2													2
Lithuanian.....	3													3
Maltese.....	1													1
Norwegian.....		2				1		1	1		1			6
Pole.....	21	5												26
Persian.....	1													1
Russian.....	89	1		2	1						3		1	97
Roumanian.....	2													2
Syrian.....	56													56
Scotch.....												1		1
Turk.....	5													5
Buckowinian.....	1													1
English.....			1											1
Welsh.....	1													1
Dane.....								1						1
Totals.....	275	8	2	2	1	1	1	2	1	1	4	1	1	300



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TABLE VIII.—Statement showing the total Immigrants detained and total deported, compared with the total transported by the different Steamship Companies during the year 1903-1904.

Steamship Companies.	Port.	No. of Passengers.	Nationality.	Destination.	Male.	Female.	Deported.	Disease.	Released.	Escaped.	Accompanying.	Died.
Allan S.S. Company.....	Halifax.....	15,832	Norwegian .....	Ontario.....	1	2		Trachoma .....	3		1	
" .....	" .....		" .....	Nova Scotia .....	3			" .....	3			
" .....	" .....		" .....	United States .....	7		1	" .....	6			
" .....	" .....		Russian .....	Man. & N.W.T. ....	9	2		" .....	11			
" .....	" .....		" .....	Quebec.....	4			" .....	4			
" .....	" .....		" .....	Ontario.....	2			" .....	2			
" .....	" .....		" .....	Nova Scotia .....	4		1	" .....	3			
" .....	" .....		" .....	United States .....	4			" .....	3			
" .....	" .....		Russian Jews.....	Man. & N.W.T. ....	5	4		" .....	9		1	
" .....	" .....		" .....	Quebec.....	4	1	1	" .....	4			
" .....	" .....		" .....	Ontario.....	2	1		" .....	3			
" .....	" .....		" .....	Nova Scotia .....	1			" .....	1			
" .....	" .....		" .....	United States .....	4			" .....	4			
" .....	" .....		Russian German....	Man. & N.W.T. ....	1			" .....	1			
" .....	" .....		" .....	Ontario.....	1			" .....	1			
" .....	" .....		Russian Poles.....	Quebec.....	1			" .....	1			
" .....	" .....		" .....	Ontario.....	5			" .....	5			
" .....	" .....		" .....	Nova Scotia .....	4	2		" .....	6			
" .....	" .....		" .....	New Brunswick.....	1			" .....	1			
" .....	" .....		Russian Finn.....	United States.....	3			" .....	3			
" .....	" .....		Russian Lithuanians	" .....	1		1	" .....				
" .....	" .....		Austrians.....	Man. & N.W.T. ....	4	3		" .....	7			
" .....	" .....		" .....	Quebec.....	3		1	" .....	2			
" .....	" .....		" .....	Nova Scotia .....	3	3	1	" .....	5		1	
" .....	" .....		Austrian Jew.....	Quebec.....	1			" .....	1			
" .....	" .....		Austrian German....	United States.....	1		1	" .....				
" .....	" .....		German .....	Man. & N.W.T. ....	13	9		" .....	22		1	
" .....	" .....		" .....	Quebec.....	2			" .....	1			
" .....	" .....		" .....	Nova Scotia .....	1			" .....				
" .....	" .....		" .....	United States.....	3		1	" .....	2			
" .....	" .....		German Dane.....	Man. & N.W.T. ....	0	3		" .....	3			
" .....	" .....		Finnish.....	Quebec.....	2			" .....	2			
" .....	" .....		" .....	Ontario.....	9	2		" .....	11		1	
" .....	" .....		" .....	Nova Scotia .....	1			" .....	1			
" .....	" .....		" .....	British Columbia ..	1	1		" .....	2			
" .....	" .....		" .....	United States.....	7	5		" .....	12			
" .....	" .....		Danes .....	Man. & N.W.T. ....	5	6		" .....	11			



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TABLE VIII.—Statement showing the total Immigrants detained and total deported, &amp;c.—Continued.

Steamship Company.	Port.	No. of Passengers.	Nationality.	Destination.	Male.	Female.	Deported.	Disease.	Released.	Escaped.	Accompanying.	Died.
Allan SS. Company—Contd.	Quebec.		English.	United States.	1			Tuberc.	1			
"	"		English Jew	Quebec.	1			Trachoma	1			
"	"		Greek.	"	1			"	1			
"	"		Romanian.	"	2			"	2			
"	"		Galician.	"	2	1		"	3			
"	"		Scotchman.	Manitoba.	1			Gland fever.	1		1	
"	"		Irishman.	Quebec.	1			Trachoma	1			
"	"		Welshman.	Ontario.	1		1	"				
"	"		Icelandic	Manitoba.		2	1	"				
"	"		Dane.	United States.	1			"	1			
"	St. John.	1,313	Russian	Manitoba & N.W.T.	8	10	1	"	17		6	
"	"		"	United States.	1	1	1	"	1			
"	"		Finn.	Ontario.	1	1		"	2			
"	"		"	N.W. Territories.	1			"	1			
"	"		"	United States.		1		"	1			
"	"		Arab.	Manitoba.	1	2		"	3			
"	"		"	Quebec.	1			"	1			
"	"		Bukowinian.	New Brunswick.	1		1	"				
Totals.		43,562			308	96	39		362	1	17	2
Dominion SS. Company.	Halifax.		Russian Pole.	Quebec.	2			Trachoma	1			
"	"	3,476	"	Ontario.	2		1	"	2			
"	"		Russians.	Manitoba.	3			"	3			
"	"		"	Quebec.	6	1	1	"	6			
"	"		"	Ontario.	2			"	2			
"	"		"	Nova Scotia.	3	1		"	4			
"	"		Russian Jew.	Quebec.	5	2		"	7		2	
"	"		"	Nova Scotia.	3			"	3			
"	"		Swedes.	Manitoba & N.W.T.	1			"	1			
"	"		"	Quebec.	1			"	1			
"	"		"	Ontario.	2			"	2			
"	"		"	New Brunswick.	1	4		"	1			
"	"		"	Nova Scotia.	1			"	5			
"	"		"	United States.	1			"	1			
"	"		"	Manitoba.	7			"	7			
"	"		English.	Quebec.	1			"	1			
"	"		English Jew.	"	1		1	"	1			
"	"		Irish	Manitoba.	2			"	2			





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TABLE XIII.—Statement showing the total immigrants detained and total deported, &amp;c.—Continued.

Steamship Companies.	Port.	No. of Passengers.	Nationality.	Destination.	Male.	Female.	Deported.	Disease.	Released.	Escaped.	Accompanying.	Died.
C.P.R. S.S. Co.—Continued	Halifax—Con.		Swedes	Quebec	2				24			
"	Quebec	17,960	Russians	Manitoba	17	11	4	"	12	1		
"	"		"	Ontario	13			"	63			
"	"		"	Quebec	58	16	11	"	67		2	
"	"		"	S.A.	71	30	34	Trachoma, L.P.C., cataract, lachry car-dia, deaf and dumb-farvus (4) senility & debility, poor phy-sique, public charge (1) tuberculosis				
"	"		Russian German	Manitoba	5	4		Trachoma	9			
"	"		Germans	"	2			"	5			
"	"		"	Quebec	4	1		"	2			
"	"		"	Ontario	1			"	1			
"	"		"	U.S.A.	2			"	2			
"	"		Austrians	Manitoba	3			"	3			
"	"		"	Quebec	6			"	6			
"	"		"	Ontario	1			"	1			
"	"		"	U.S.A.	1			"	1			
"	"		Galician	Quebec	9	2	1	"	10			
"	"		"	Ontario	1			"	1			
"	"		"	Manitoba	17	3		"	20			
"	"		Swede	"	8		1	"	2			
"	"		"	Quebec	3			"	3			
"	"		"	U.S.A.	1			"	1			
"	"		Romanian	Quebec	15	1	6	"	10	9		
"	"		"	Ontario	4	1	1	"	4	1		
"	"		"	Manitoba	2	2		"	4			
"	"		Syrian	Quebec	7		3	"	4			
"	"		"	U.S.A.	8		8	"	8			
"	"		Italian	Quebec	46		7	"	37	2		
"	"		"	Ontario	7		1	(1) Tabes (1) Tonsil- Trachoma.	2	4		
"	"		"	U.S.A.	1			"	1			
"	"		Hungarian	Quebec	4			"	4			
"	"		"	U.S.A.	1			"	2			
"	"		Belgian	Ontario	1	1		"	1			
"	"		"	Manitoba	1			"	1			





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TABLE VIII.—Statement showing the total Immigrants detained and total deported, &amp;c.—Continued.

Steamship Companies.	Port.	No. of Passengers.	Nationality.	Destination.	Male.	Female.	Deported.	Disease.	Released.	Escaped.	Accompanying.	Died.
C.P.R. S.S. Co.—Continued.	St. John—Con.		Italians	Quebec.	19			Trachoma	19			
"	"		"	Ontario	4			" (2) Pneumonia.	4			
"	"		"	Manitoba.	2			" (1) Favus.	2			
"	"		"	U. S. A.	3			"	3			
"	"		Romanian.	Ontario	1			Trachoma	1			
"	"		"	Quebec.	13	6	1	(1) Senility & debility.	18		7	
"	"		Galicians	"	2			Trachoma	2			
"	"		"	Ontario	2			"	2			
"	"		"	New Brunswick	2		1	"	1			
"	"		"	N.W.T.	18		5	"	13			
"	"		Finnish	Ontario	1			"	1			
"	"		Germans	Quebec	1			"	1			
"	"		"	N.W.T.	4	3	4	" (2) Pneumonia.	3		2	
"	"		Armenians	Ontario	1			Trachoma	1			
"	"		Hungarian	Quebec	1		1	"				
"	"		"	Manitoba.	1			"	1			
"	"		Pukowinians	Quebec	3	1		"	4		1	
"	"		"	Manitoba.	2		1	"	1			
"	"		Swedes.	"	1			"	1			
"	"		English	"	2			"	1			
"	"		Syrians	Quebec	1		1	Gout & debility	1			
"	"		French	Manitoba.	1		1	General debility	1			
"	"		Flemish	"	1			Pneumonia	1			
"	"		Hollander	N.W.T.	1			"	1			
Total		29,447			598	136	142		581	7	34	
Hamburg-American Line.	Halifax.	8,434	Galician.	Man. & N.W.T.	144	84	9	(1) Erysipelas.	216	2	23	1
"	"		"	Quebec.	16	4	1	Trachoma.	19			
"	"		"	Ontario	4			"	4			
"	"		"	Nova Scotia	6		1	"	5			
"	"		"	United States	1			"	1			
"	"		Buckowinian	Man. & N.W.T.	3			"	3			
"	"		"	Quebec.	1			"	1			







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There has been given in table I. the number of immigrants entering Canada via Montreal. This number, though small compared with those at other ports, is nevertheless of importance, inasmuch as it marks the development towards Canada from the United States of an immigration movement likely to rapidly increase. The latter includes immigrants destined for Canada from European seaports via United States ports of entry, and also persons either United States citizens or others resident there. Since 1903 a medical inspector has been located in Montreal, who takes charge of any immigrants arriving there and requiring attention. Though the facilities for his work have been imperfect, yet a considerable amount of work has been performed, since it has been found that in spite of inspection by officers at the United States ports of entry, a number of immigrants have been found suffering from acute contagious diseases on arrival at Montreal, while amongst those previously from the United States others have not infrequently been found similarly suffering. It would seem both desirable and necessary that this port be fully equipped, not only with sufficient officers to systematize the inspection of all immigrants either before their entrance into Canada at the boundary or at Montreal, by arrangements to be made with the several railroad companies for facilitating inspection, and by providing a detention building wherein immigrants for whatever cause may be detained. The lack of such has made it necessary for the medical officer to utilize whatever premises were obtainable, while in many cases immigrants whose supervision was necessary were wholly lost sight of. Such a building is further required for the temporary detention of persons who have been returned from the inland places for deportation as undesirable immigrants, as Montreal is the most convenient port for the purpose during the greater portion of the year. This is illustrated in table IX., which gives the deportations of persons who have been admitted to Canada.

Having thus set forth in brief the general procedure of the medical inspection at ports of entry to Canada, it will be proper to examine the results of the work done at the several ports of entry.

The total number of immigrants entering Canada by the several Atlantic ports has already been given as seen in table I., and it will now be proper to refer to the total immigrants detained out of this number. For purposes of comparison, the following table has been prepared, showing the number of immigrants carried by the several steamship companies to the several ports of entry. It will be found of interest as illustrating the care exercised by the several companies in the selection of immigrants, whether as regards their nationality or their individual fitness for entry to Canada.

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From the foregoing, it appears that the total immigrants detained compared with the total number carried by the several companies to the several ports were as follows:

TABLE IX.—Showing the total immigrants detained and the total deported compared with the total transported by the different Steamship Companies.

	Port.	Total.	Male.	Female.	Deported.	Ratio of detained to total.	Ratio of deported to total.
Allan SS. Company.....	Halifax.....	15,832	186	61	9		
" ".....	Quebec.....	26,417	108	20	27	1 in 107	1 in 1,111
" ".....	St. John.....	1,313	14	15	3		
		43,562	308	96	39		
Dominion SS. Company.....	Halifax.....	3,476	66	9	3		
" ".....	Quebec.....	11,129	83	31	36		
		14,605	149	40	39	1 in 79	1 in 374
Can. Pacific SS. Company.....	Halifax.....	944	12	4			
" ".....	Quebec.....	17,960	360	80	77		
" ".....	St. John.....	10,543	236	48	65		
		29,447	608	132	142	1 in 40	1 in 207
Hamburg-American SS. Co. ....	Halifax.....	8,434	240	123	15		
" ".....	Quebec.....	2,249	32	4	2		
		10,683	272	127	17	1 in 39	1 in 667
Franco-Can. SS. Company.....	Halifax.....	183	3	1			
" ".....	Quebec.....	449	40	5	23		
		632	43	6	23	1 in 13	1 in 27
Canadian Lines Ltd. Co. ....	Quebec.....	312	50	4	4	1 in 5	1 in 78
Manchester Commerce.....	Halifax.....	4					
Pisa SS. Company.....	Halifax.....	496					
		99,741	1,420	405	270	1 in 47	1 in 416

It becomes at once apparent on perusal of table IX. that a notable difference existed either in the selection of immigrants at European ports, or in the class or nationality of immigrants carried by the different steamship companies. What is apparent by a study of table VIII., where the details of the nationality of the immigrants detained are given, is that very few natives of the British isles were detained. It naturally follows that those steamship lines which sail from continental ports, and those which carried most continentals from British ports, are those having the largest number of detained and deported passengers. But one exception seems to exist in the general agreement of the ratio in the number detained to the number deported. This is in the Hamburg-American boats, whose ratio of deported to those detained was relatively very low, and was due to the fact that this line especially carried the Galicians, who were seldom deported for general physical unfitness, but were detained for treatment of trachoma or other curable malady. Yet further interest attaches to a study of this table, which gives the total persons detained by nationalities as follows:—



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TABLE X.—Showing the number of immigrants by nationality, where it is given and total number detained for treatment.

Nationalities.	Number of Immigrants.	Allan SS. Co.	Dom. SS. Co.	Can. Pacific. SS. Co.	Hamburg-Am. SS. Co.	Franco-Can. SS. Co.	Can. Lines, Ltd. SS. Co.	Total
Austrian.....	516	22	4	18	14			58
Bohemian.....	91				1			1
Bukowinian.....	1,578	1	1	7	6			15
Galician.....	7,729	4	1	56	264			325
Hungarian.....	1,091			8	20			28
Slovak.....	116				1			1
Belgian.....	858	2		2				4
Bulgarian.....	14			1				1
French.....	1,534		4	1		4		9
Hebrew (Eng.).....		1	1					2
Russian Jew.....	5,247	22	10		4			36
Polish.....	174	1						1
Austrian.....	893	1						1
German.....	103							
Turkish.....			1					1
Italian.....	4,445	7	4	91	6		2	110
Polish.....	669	13	7	50	5		6	81
Persian.....	5		1					1
Roumanian.....	619	4	1	45			1	51
Russian.....	1,955	90	74	336	39		33	593
" German.....		2		9	14			25
" Poles.....		13	4	13	3			33
" Lithuanian.....		4						4
Finnish.....	845	51	10	7				68
Spanish.....	5		1					1
Swiss.....	128	1		1				2
Servian.....	10				1			1
Danish.....	417	17	1	4				22
Icelandic.....	396	3						3
Swedish.....	2,151	26	19	12				57
Norwegian.....	1,239	22	11	4				37
Turkish.....	29			1		2	3	6
Armenian.....	81	16	10	6				32
Syrian.....	347	14		16	5	41	19	95
Arabian.....	52	4	2	3				9
Maltese.....	1						1	1
Flemish.....				1				1
English.....	36,694	25	1	5				31
Irish.....	3,128	1	2					3
Scotch.....	10,552	1	1					2
Welsh.....		1						1
Anglo-Indian.....		1						1
German.....	2,966	32	10	16	15			75
Greek.....	191	2	8	3		2		15
Hollander.....				1	1			2
	86,869	404	189	740	399	49	65	1,825

Apart from the distribution of detained cases carried by the different steamships, the greater interest attaches to the proportion of cases detained to the total immigration of the different nationalities. The fact that Canada is following the United States in becoming the home of the most diverse nationalities is illustrated in the accompanying table. That these vary in the prevalence amongst them of disease, especially of eye disease, is very apparent. Remarkably few indeed of English speaking people were detained, only 35 out of 50,374; while of the group of Syrians and allied races from southern Europe and Asia, 150 were detained out of a total of 510. Of the peoples from northern Europe the Russian group show by far the largest number of detentions, there having been 624 in a total of 1,955. These figures as indicating a special prevalence of disease in Russians are misleading since it is found that the



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large proportion of those detained in hospital as seen in the tables of the Quebec Immigration Hospital are Jewish people speaking Russian. As there were 5,247 Russian Jews recorded on the shipping manifests, it is evident that the hospital returns have in many instances returned patients as Russian, instead of Russian Jews. There was a very considerable number of Galicians detained, 327 in 7,729, proportionately more than of Italians, of whom 110 in 4,445 were detained.

The ratios for these several groups are as follows :—

British immigrants detained, 1 in 1,325 persons, Italians, 1 in 40 persons, Russian and Russian Jews, 1 in 11.6 persons, Syrians and allied races, 1 in 3.4 persons.

The total persons detained was 1,839 in 99,741 immigrants landing at the three ports of Quebec, Halifax and St. John, or 1 in every 52.

The causes for which these 1,839 persons were detained are indicated in table VIII. The one special cause was trachoma, or the chronic form of ophthalmia, prevalent in the poorer classes of the races referred to.

Regarding trachoma Dr. J. Boldt, of the German army, in a work just translated says: 'Thus the affection when it became epidemic in northern Europe at the beginning of the last century was termed "Egyptian ophthalmia," because it was disseminated by soldiers who had acquired it in that country. It was, however, at that time and is now equally endemic in other countries besides Egypt—for example Syria, Persia, Central Asia, China and Japan.'

This writer also remarks: 'Russia takes the first place amongst European countries affected with trachoma.' 'S. Kribitzky states that, of the extremely large number of cases of blindness amongst the Russian soldiers in the Russo-Turkish war of 1877-8 only 5 per cent were due to wounds, the remainder being caused by contagious eye diseases, chiefly trachoma. He recognized the extraordinary prevalence of blindness throughout the country and directed the attention of the public to it.'

'In Finland trachoma is very prevalent; indeed Herschberg states that it has more cases than any other country in northern Europe. From 1886 to 1897, 31.5 per thousand of the conscripts in Finland were exempted on account of eye disease, especially trachoma and its sequelæ.'

'In Sweden trachoma is the cause of only 0.85 per cent of all cases of blindness, whilst in Finland it is answerable for 30 per cent.'

'The blind in Finland amount to 15.5 per cent according to Herschberg, 219 per 10,000 of the population, whilst in the neighbouring countries Sweden, Norway and Denmark, the numbers are 8.3, 12.8 and 5.3 respectively.'

Such quotations are sufficient to indicate the contagious nature of trachoma, and the peoples of Europe amongst whom it has become so wide-spread. The statistics in the preceding tables abundantly prove that the disease is still prevalent amongst them. The following remark accompanying a statement of the disease spread from Russia through navvies on the Trans-Siberian railroad is of much importance in view of the large numbers of men employed on similar work in Canada, many of whom are these foreign workmen :—

'The worst victims of trachoma in Siberia are people who have migrated from Russia bringing the disease with them. The spread of the disease is favoured by the bad sanitary conditions which prevail, and it rapidly spreads among the native population. The number and severity of the cases keep pace with the unfavourable material, educational and sanitary conditions.'

From the history, as well as the character, of the disease, as being due to its specific germ or microbe, it is apparent that the migration of these people to America, bringing with them their own customs and habits of life, becomes a matter of importance and demands just such action in the interests of the public as it is shown has been taken at the Canadian ports of entry.

That a serious view is taken of this disease by those countries contiguous to affected centres is proved by the measures taken by Prussia in dealing with the large

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gangs of Polish agricultural labourers, who cross the frontier every summer, to help in the harvest, returning home every autumn. Dr. Boldt says : 'As soon as they enter the country they are submitted to a medical examination at the employer's expense, and in 1899 special attention was drawn to the necessity for examining them for trachoma. If such measures are strictly carried out, the contractors will find it to their interest to import as few trachomatous ones as possible.'

Other diseases for which persons were detained are few. It is evident that there are diseases, such as epilepsy, insanity, incipient tuberculosis, all of the greatest importance, yet of which cases, in the necessarily rapid examination of the hundreds coming off a vessel, will not infrequently pass unrecognized. That there are not more of these, if the following table is to be taken as a fair index of their number, would seem to show that care has been exercised in the selection of those emigrants given passage by the steamship companies.

TABLE XI.—Showing number, nationality, cause, and port whence deported, of Immigrants who have been admitted into Canada during the year ending June 30, 1904.

No.	Nationality.	Total.	Cause.	Total.	Port whence deported.	Total.
1	British.....	66	Consumption .....	9	Montreal ..	11
			Tuberculosis .....	1	Toronto .....	1
			Harmoptysis .....	1	Ottawa .....	1
			Chronic bronchitis .....	1	Winnipeg .....	54
			Physical infirmity .....	11		
			Rheumatism .....	7		
			Rheumatism and heart disease .....	2		
			Imbecile .....	1		
			Insane .....	11		
			Mental infirmity .....	10		
			Epilepsy .....	4		
			Chronic diarrhœa .....	1		
			Cripple .....	1		
			Broken Back .....	1		
			Fingers lost by freezing .....	1		
			Hernia .....	1		
			Varicose ulcers .....	1		
			Going blind .....	1		
			Nurse accompanying insane .....	1		
2	Norwegian .....	3	Tuberculosis .....	1	Montreal .....	3
			Physical infirmity .....	1		
			Invalid .....	1		
3	Finnish .....	4	Mental infirmity .....	1	Winnipeg .....	4
			Family returned with father not admitted .....	3		
4	Italian .....	3	Mental infirmity .....	1	Montreal .....	3
			Consumption .....	1		
			Cripple .....	1		
5	Swedish .....	5	Consumption .....	3		5
			Accompanying parents .....	2		
6	Danish .....	1	Syphilis .....	1	Montreal .....	1
7	Russian .....	1	Old age .....	1		
8	German .....	1	Melancholia .....	1	Winnipeg .....	1
9	Roumanian .....	1	Old age .....	1	Montreal .....	1
		85		85		85

The contents of this table are of interest since they point quite clearly to the relatively high proportion of British immigrants that have been deported either under the order of a medical inspector, or who after residence in hospital at some point and after evidence of their inability to make a living owing to physical disease have at their



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own request been returned home. In the statistics in table X. the relative number of British deported, compared with those of other nationalities, is given. From these figures conclusions unfavourable to the physical stamina and mental soundness of British immigrants, as compared with those from other countries might perhaps at first sight be drawn; but this would, for several reasons, be misleading. For a century the poor law unions and the many charitable institutions, especially of England, have taught the people there to resort, when ill, to these institutions as a matter of course, and hence when such immigrants in a new land have as yet no permanent abode they naturally would return to the immigration agency and hospital to claim that assistance to which they have been accustomed. Persons from continental countries have not, in the same degree, been accustomed to such charities; they do not know the routine method of obtaining such assistance, are more largely engaged in pursuits outside the cities and towns, and besides are more accustomed to a ruder and less humane social life, and are more content to bear patiently with their ills, either physical or social.

At the same time, when it is remembered that the proportion of urban to rural population in England is as 78 to 22 per cent, it is evident that amongst those emigrating to Canada from the English cities, there will always be a number of persons who, unaccustomed to the demands of pioneer life in the rural districts of new countries, apart from physical disease, will prove unequal to the task. That the actual number deported is so small, notwithstanding this fact, would seem to be the most convincing argument both as to the generally high class of British immigrants coming to Canada and the favourable results of their first year's experience in the country.

The nature of the particular disease from which these deported persons suffered compares generally with what the persons going to the out-door clinics of any large hospital in England and America suffer from. Those suffering from consumption and other tubercular diseases are very few compared with the 104,119 immigrants entered by the seaports during the year, and are several times less per 1,000 than they would be in a similar number of the resident Canadian population.

The only diseases of importance, other than tubercular, were mental diseases, there having been 26 cases of this class. It will be apparent that cases of this class will inevitably from time to time escape detection owing to the peculiarly chronic nature of nervous diseases and the little likelihood of their being discovered, if in the quiescent stage, in the necessarily short and imperfect examination at the ports of entry. In addition to this, it must be remembered that absence from home and the new experiences of life in a strange land will tend to develop these diseases in persons with a tendency to such mental disturbances.

A third term, 'physical infirmity,' for which cause a number were deported, is manifestly unscientific, and yet perhaps as well as any other expresses the situation. Here and everywhere will always be found a number of persons, perhaps indifferent physically at birth who through the environment of childhood and the habits of adult life, are 'incapables'; they simply have what the expression implies.

From the few cripples, blind and old persons deported it is apparent that the knowledge on the part of the steamship companies that a strict inspection exists at the ports of entry, prevents persons of this class from being permitted to take passage on the steamships.

There is in addition to these two classes of detained and deported immigrants, another class which the inspection service has under its constant attention, and which in some parts of the country has been a charge upon the department. Of course, the great proportion of immigrants arriving at Winnipeg was distributed through the twenty or more sub-agencies in different parts of Manitoba and the North-west Territories. In any similar population there will always be an average of cases of sickness, and hence it has naturally happened that of this large number individuals who have taken sick, whether in city or country and were without homes, and sometimes means, have been sent to the local hospitals for treatment.



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In order to obtain an accurate idea of the extent of this class and the character of the diseases for which they were treated, a complete list of the immigrants treated in the General Hospital, Winnipeg, during January, February and March, 1904, was obtained. Below is the list of diseases treated.

TABLE XII.—Statement giving List of Diseases of Immigrants treated in Winnipeg General Hospital, January, February and March, 1904.

Disease.	No.	Disease.	No.
Rheumatism .....	19	Dysmenorrhea .....	1
Heart disease .....	5	Neurasthenia .....	4
Nephritis .....	4	Alcoholism .....	3
Tubercular adenitis .....	1	Stricture .....	1
Tubercular peritonitis .....	1	Urethritis .....	1
Phthisis .....	2	Pyuria .....	1
Fistula .....	1	Hydrocele .....	1
Mastoid abscess .....	1	Hernia .....	1
Adenoids .....	1	Syphilis .....	2
Pleurisy .....	4	Cataract .....	1
Asthma .....	1	Conjunctivitis .....	1
Bronchiectasis .....	1	Injury to eye .....	2
Pneumonia .....	3	Nasal polypus .....	1
Meningitis .....	1	Otis media .....	1
Diphtheria .....	14	Frozen toes .....	6
Tonsilitis .....	4	Frozen finger .....	1
Influenza .....	5	Necrosis .....	1
Erysipelas .....	2	Knee injury .....	1
Typhoid .....	24	Back injury .....	1
Scarlet fever .....	4	Cellulitis of foot .....	1
Gastric ulcer .....	3	Injury to foot .....	1
Abdominal abscess .....	1	Injury to lip .....	1
Appendicitis .....	4	Ulcer of leg .....	1
Pelvic abscess .....	1	Injury to leg .....	1
Gastritis .....	1	Fracture of tibia .....	1
Intestinal indigestion .....	1	Fracture of femur .....	1
Gall stones .....	1	Lordosis of spine .....	1
Febricula .....	1	Injury .....	1
Herpes .....	1	Scabies .....	1
Psoriasis .....	1	Tenia tonsurans .....	1
Eczema .....	1	Tape worm .....	1
Pregnancy .....	5	Unnamed .....	14
		Total .....	176

A glance at this table serves to illustrate the very diverse but common nature of hospital cases. Of the 77 differently named affections for which the patients entered the hospital and of the 176 cases, the several acute contagious diseases form nearly one-third, typhoid and diphtheria having the most cases. Of the group of more chronic organic diseases, there are remarkably few cases, the 19 cases of rheumatism being in part acute and in part chronic, and associated with heart disease and kidney disease, while the tubercular group does not exceed 10 cases. As usual there is a number of diseases of the digestive organs and of the skin, but two cases only of the latter imported and communicable. Other cases, as female diseases, venereal diseases and injuries, serve to complete the group, excepting one or two diseases of the eye, of which only one was possibly trachoma.

These figures are a remarkable confirmation of the previous tables giving the list of persons detained or deported for specific diseases. In this civic centre, where not less, probably, than 10,000 immigrants had congregated for the winter, the hospital returns show but two cases of phthisis in three months, and but one of asthma and one of bronchiectasis, all or any of which may have been chronic. The chief diseases

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from which the immigrants suffered were those endemic in the community and not such as were introduced by them, but with which they were inoculated where they lived.

Brief reference may be made to the appearance of small-pox and other diseases which have appeared in immigrants who have passed the quarantines on entrance either to Canada or to the United States. The most serious instance was that where small-pox was discovered on an immigrant train which left Halifax on March 16, with passengers off the ss. 'Sardinian,' sailing from Glasgow on March 5. The victim presumably was exposed to infection in Glasgow, where he arrived on the 4th, and where small-pox prevailed. Though vaccinated in childhood, the evidence of the patient and of the seventeen immigrants quarantined on account of exposure to him all coincided, that not only was none of them vaccinated on shipboard, but further, the sick man's companion stated that the ship's physician did not visit the patient, who sickened two days before landing at Halifax. The fact that there is an interval of forty-eight hours between the onset of the disease and the appearance of the rash in small-pox, not only explains how the man passed the quarantine officer and the medical inspector of the service, but also places in strong relief the necessity for there being perfect assurance on the part of the quarantine officers that the vaccination of all second-class and steerage passengers within seven years has actually been performed. This fact could best be assured by examination, and where necessary re-vaccination, before passengers go on shipboard, since sea-sickness for the several earlier days on board makes a delay in the vaccination, which, hence, is valueless in preventing the appearance of the disease amongst the immigrants, and their conveying it to others en route to the west during a journey of five or six days.

In view, further, of the certainty that cases of this sort will in spite of precautions occasionally occur amongst west-bound immigrants, it seems desirable that at two or three points on the route west of North Bay small plots of ground be secured, with at least tents and their equipment kept on hand, in which the sick could at once be placed as soon as discovered, and maintained at the expense of those responsible for the cases. Though it has been assumed until within the past two years that an immigrant after passing the outer ports of entry was practically free from further supervision as regards his health, yet in practice it has been found that at Montreal and Winnipeg, especially, subsequent oversight must often be exercised by the medical officers of transients as well as those immigrants remaining in these centres. During the past year, a number of cases of measles and several of diphtheria and scarlet fever appeared in families of immigrants who passed the United States quarantine officers at New York and Boston and entered Canada via Montreal. Thus, on June 12 one family of six children arrived in New York suffering from measles; on June 18 there arrived from Boston two families, twelve children in all, of whom ten were affected with measles, and on June 25 a family of five children arrived from New York, also attacked with measles.

While it is apparent that these cases may occur en route from New York and Boston, yet the evidence in these several groups goes to show that some at least of the cases had occurred while on shipboard, and hence, such make apparent the need of a regular inspection of all immigrants entering Canada via United States ports, before they are allowed to mingle with the public at Montreal or at other ports of entry farther west. This work if not performed by quarantine officers must, as matters now stand, be performed by the medical inspectors of the immigration service in Montreal and at the expense of this department, since they cannot properly be left to the care and cost of the several municipalities where such cases happen to occur.

Your obedient servant,

P. H. BRYCE,

*Chief Medical Officer.*





DR. BARNARDO AND TWO OF HIS 'FAMILY.'







BARNARD CANADIANS.







A PARTY OF ENGLISH CHILDREN RECEIVED AT MISS MACPHERSON'S HOME, STRATFORD, ONT.





LEFT ORPHANS' HOME, BRIDGE OF WEIR, SCOTLAND, 15th OCTOBER, 1904, ARRIVED AT "FAIRKNOWE," BROCKVILLE, ONT., 26th OCTOBER, 1904.







## PART IV

# NORTH-WEST REGISTRARS





## REPORT OF THE REGISTRAR AT REGINA.

REGISTRATION DISTRICT OF ASSINIBOIA,  
REGINA, July 25, 1904.

The Secretary,  
Department of the Interior,  
Ottawa.

SIR,—I respectfully beg to report as follows with regard to the work of the Land Titles Office for the Assiniboia Land Registration District for the year ending June 30, 1904.

The tabulated Statement No. 1, attached hereto, shows a respectable growing increase in the fees received in this office, and when compared with table giving fees taken since 1893 (see Statement No. 2 attached hereto) indicates that the past year has not only kept pace with previous ones; but, considering the reduction in fees consequent upon the late revision of the tariff, and the large and greatly increased quantity of 'free' work put through the books, is proportionately a much better year.

The free certificates of title issued on grants during the past year number 3,134.

Besides this free work a large and constantly increasing quantity of free work has been done for the North-west government, consisting principally of the issue of titles for roadways.

There have been 26 new town sites registered during the year and 28 additions to the existing town sites.

I have the honour to be, sir, your obedient servant,

F. F. FORBES,  
*Registrar.*

## STATEMENT No. 1.

Year.	Fees.
	\$ cts.
1894 .....	6,236 41
1895 .....	5,167 74
1896 .....	4,489 29
1897 .....	5,339 55
1898 .....	7,411 33
1899 .....	9,275 55
1900 .....	11,222 65
1901 .....	18,893 55
1902 .....	
1903 .....	36,355 00
1904 (June 30) .....	55,489 10

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## STATEMENT No. 2.

*Fees.*

Month.	For Certificates of Title.	Registration of Instruments	Searches, &c.	Other Services.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1903.					
July.....	2,232 90	627 50	350 30	1,272 95	4,483 65
August.....	1,981 25	669 25	241 90	1,022 35	3,914 75
September.....	1,674 10	586 25	334 70	993 45	3,588 50
October.....	1,623 15	562 00	305 25	963 10	3,453 50
November.....	1,979 55	702 00	377 95	990 95	4,050 45
December.....	1,974 45	1,096 10	496 75	1,159 55	4,726 85
1904.					
January.....	2,112 70	911 25	440 60	1,314 00	4,778 55
February.....	2,047 35	924 50	460 80	1,138 55	4,571 20
March.....	2,510 95	1,033 00	481 90	1,689 85	5,715 70
April.....	2,414 30	925 75	426 30	1,543 85	5,310 20
May.....	2,689 15	898 50	436 00	1,512 00	5,544 65
June.....	2,385 00	926 50	498 45	1,541 15	5,351 10
	25,633 85	9,862 60	4,850 90	15,141 75	55,489 10

SESSIONAL PAPER No. 25

## REPORT OF THE REGISTRAR AT BATTLEFORD.

LAND TITLES OFFICE, BATTLEFORD, September 8, 1904.

The Secretary,  
Department of the Interior,  
Ottawa.

SIR,—I have the honour to forward herewith a statement of the work done and fees collected at this office for the fiscal year 1903-4.

I have the honour to be, sir, your obedient servant,

R. F. CHISHOLM,  
*Registrar.*

## STATEMENT of Services Rendered and Fees Collected at Land Titles Office, Battleford, for the Year ending June 30, 1904.

	Instruments Registered.	Free Certificates.	Total Certificates.	Assurance Fees.	Total Fees.
1903.				\$ cts.	\$ cts.
July.....	12	7	11	4 30	22 30
August.....	6	2	3		9 25
September.....	7	1	6	6 14	30 14
October.....	5	1	4	2 68	61 93
November.....	4		2		26 00
December.....	11	4	11	8 55	67 05
1904.					
January.....	34	24	29	2 80	43 80
February.....	48	35	42	6 09	42 84
March.....	40	22	25	6 18	41 68
April.....	35	26	28	2 00	30 25
May.....	21	12	16	9 66	51 41
June.....	10	5	10	4 70	29 70
Totals.....	233	139	187	53 10	456 35

Certified correct,

R. F. CHISHOLM,  
*Registrar.*

## REPORT OF THE REGISTRAR AT EDMONTON.

REGISTRATION DISTRICT OF NORTH ALBERTA,  
EDMONTON, N.W.T., August 1, 1904.

The Secretary,  
Department of the Interior,  
Ottawa.

SIR,—I have the honour herewith to inclose statement of all fees collected and work done in this office for the year ending June 30 last.

I have the honour to be, sir, your obedient servant,

GEO. ROY,  
*Registrar.*



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STATEMENT showing number of Registrations and amount of Fees collected in the Land Titles Office for the North Alberta Land Registration District for the year ending June 30, 1904, and a comparison with the work done in the previous year.

Month.	Number of Instruments Registered.	Total Number of Certificates Issued.	Number of Free Certificates Issued.	Amount of Assurance Fees.	Total Amount of Fees Collected.
1903.				\$ cts.	\$ cts.
July.....	675	476	191	472 85	2,113 60
August.....	499	305	83	314 00	1,625 50
September.....	636	384	67	340 70	2,133 70
October.....	736	488	237	322 55	1,725 80
November.....	686	429	166	356 55	1,845 80
December.....	848	509	231	485 53	2,203 03
1904.					
January.....	768	462	217	383 80	1,960 65
February.....	833	573	333	383 70	1,765 45
March.....	838	401	119	447 55	2,216 70
April.....	745	411	103	534 90	2,307 65
May.....	601	310	45	463 90	2,070 10
June.....	681	377	132	434 70	1,962 30
	8,546	5,125	1,924	4,940 73	23,930 28
Returns for 1902-1903.....	7,422	3,928	1,326	4,201 10	20,849 90
Increase in business over previous year.....	1,124	1,197	598	739 63	3,080 08

## REPORT OF THE REGISTRAR AT PRINCE ALBERT.

STATEMENT of Registrations, &c., Land Titles Office for East Saskatchewan Registration District.

Year and Month.	Number of Instruments	Certificates issued Free.	Number of Certificates issued.	Assurance Fees.	Total Fees.
1903.				\$ cts.	\$ cts.
July.....	289	116	219	96 85	600 85
August.....	274	97	176	115 35	586 80
September.....	291	115	210	86 95	579 00
October.....	314	111	181	68 15	480 15
November.....	161	22	76	62 45	466 30
December.....	242	28	114	174 50	816 75
1904.					
January.....	207	20	101	190 25	752 50
February.....	200	17	96	96 30	595 05
March.....	283	77	179	85 00	559 50
April.....	205	33	122	101 55	585 80
May.....	191	3	93	129 70	693 95
June.....	233	5	122	126 75	785 05
Totals.....	2,890	644	1,689	1,333 80	7,501 70

The total receipts for the year 1902-3 were \$6,131.90, showing an increase this year of \$1,369.80.

Your obedient servant,  
S. BREWSTER,  
Registrar.

## SESSIONAL PAPER No. 25

## REPORT OF THE REGISTRAR AT DAWSON.

LAND TITLES OFFICE,

DAWSON, Y.T., June 30, 1904.

REPORT made by J. E. Girouard, Registrar, of the Land Titles Office for the Yukon Land Registration District from the 1st day of July, 1903, to the 30th day of June, 1904.

Year and Month.	No. Deeds Recorded.	No. Certificates of Title Issued.	INCOME.		
			Fees.	Assurance Fund.	Total.
			\$ cts.	\$ cts.	\$ cts.
1903.					
July .....	106	54	485 20	133 05	618 25
August .....	101	45	378 75	56 85	435 60
September .....	94	58	425 00	56 80	481 80
October .....	94	41	362 80	52 80	415 60
November .....	68	27	247 65	15 05	262 70
December .....	47	26	205 00	15 35	220 35
1904.					
January .....	65	26	196 08	31 42	227 50
February .....	35	23	140 95	61 20	202 15
March .....	51	29	186 40	19 95	206 35
April .....	42	27	183 45	21 25	204 70
May .....	46	23	158 53	14 72	173 25
June .....	74	52	279 40	39 70	319 10
Total .....	823	431	3,249 21	518 14	3,767 35

J. E. GIROUARD,  
*Registrar.*

## REPORT OF THE REGISTRAR AT CALGARY.

REGISTRATION DISTRICT OF SOUTH ALBERTA,

CALGARY, N.W.T., July 16, 1904.

The Secretary,  
Department of the Interior,  
Ottawa.

SIR,—I beg to inclose the usual annual statement for the year ended June 30, 1904.

In comparing the returns for this period with that last preceding and other years, it should be noted that the present statement shows for the first time the results, for one completed year, under the new tariff, by which the fees payable by the public and by practitioners have been very materially reduced.

I have the honour to be, sir, your obedient servant,

W. ROLAND WINTER,

*Registrar.*

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SOUTH ALBERTA LAND REGISTRATION DISTRICT, CALGARY.  
COMPARATIVE STATEMENT of Registrations, &c., in the Land Titles Office, South Alberta Land Registration District, Calgary, for the  
years, July 1, 1902, to June 30, 1903, and July 1, 1903, to June 30, 1904.

Year and Month.		Number of Instruments Registered.	Free Certificates only.	Aggregate Num- ber of Certif- cates.	Assurance fees.		Total fees.	Year and Month.		Number of Instruments Registered.	Free Certificates only.	Aggregate Num- ber of Certif- cates.	Assurance fees.		Total fees.
					\$	cts.							\$	cts.	
1903.									1902.						
July.....		374	56	250	356 00	1,321 90	July.....	233	65	164	104 65	704 35			
August....		463	136	365	403 85	1,437 65	August....	183	22	137	307 60	955 45			
September..		329	47	214	250 45	1,079 10	September..	257	94	194	216 25	872 40			
October....		373	41	277	375 25	1,417 00	October....	704	525	634	126 25	773 25			
November..		359	27	238	297 95	1,350 25	November..	254	59	180	189 45	903 05			
December..		353	62	254	277 25	1,207 90	December..	284	68	180	250 10	990 10			
1904.									1903.						
January.....		342	35	233	283 50	1,204 25	January.....	263	33	155	140 05	788 95			
February....		438	83	296	272 45	1,326 90	February....	326	119	246	135 75	767 25			
March.....		462	92	332	334 45	1,475 25	March.....	389	147	304	193 40	934 25			
April.....		540	67	390	585 00	2,063 95	April.....	299	31	236	195 15	1,125 00			
May.....		549	53	398	542 80	2,144 20	May.....	399	57	247	296 00	1,166 35			
June.....		642	113	449	457 10	2,003 10	June.....	392	80	296	317 70	1,318 15			
		5,224	812	3,696	4,436 05	18,031 45		3,983	1,300	2,973	2,472 35	11,298 55			
									Irrigation plans.....						



PART V

ROCKY MOUNTAINS PARK OF CANADA



# ROCKY MOUNTAINS PARK OF CANADA.

## REPORT OF THE SUPERINTENDENT.

ROCKY MOUNTAINS PARK,

BANFF, ALBERTA, August 1, 1904.

To the Hon. CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit for your consideration my annual report as Superintendent of the Rocky Mountains Park of Canada for the year ending June 30, 1904, together with my first annual report of the Yoho extension for the same period.

Owing to the unusually wet weather which prevailed during the summer and autumn of 1903, it was very difficult to carry on out-door work in the park; and this fact, as well as the difficulty of securing the necessary labour, to a considerable extent retarded many improvements then in contemplation. However, the spring of 1904 opened early, and the weather since then has been most favourable for our work; although, owing to the vast addition to the park made in 1902, involving an increased area of nearly 5,000 square miles, the results of the work done during the past year are not nearly as noticeable as formerly, when the total area of the park did not exceed 260 square miles.

Since the date of my last report two miles of entirely new road were constructed east of Anthracite, the road having been completely destroyed by the caving in of the overhanging cut banks, caused by continual wet seasons. The direction of the new road has been changed so as to avoid any possible recurrence of this trouble.

The discovery of anthracite coal in large quantities by the Canadian Pacific Railway Company within a short distance of the village of Banff, and adjoining the road to Lake Minnewanka, necessitated the building of a spur from the main line near Banff station to the mines. This spur follows the driveway for a considerable distance towards Lake Minnewanka, which is perhaps the most popular trip in the park.

To obviate any danger of accident to travellers driving or on foot, I had an entirely new piece of road constructed at a distance from the old trail, which will prevent any possibility of accident to travellers, and reduce to a minimum any unpleasantness always to be found in the neighbourhood of a coal mine.

This new road, which is two miles in length, runs along the base of Cascade Mountain, and owing to its height and the beauty of the surrounding scenery, is a distinct improvement, which is much appreciated by visitors.

Owing to the increasing age of many of the smaller bridges and culverts, many of which were originally built of material found in the park, I have found it necessary to make close and frequent inspections, and have in many instances replaced these bridges and culverts by new and well built structures without any appreciable hindrance to traffic.

Towards the close of last season, after all danger of fire had passed, and frost prevented further work on the roads, I had the dead and fallen timber removed for a considerable distance from either side of the driveways, and have had the small and scrubby growth removed, so as to allow the young spruce and other trees light and



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room for growth. The removal of this dead and fallen timber is also an additional precaution against the spreading of forest fires.

A bridle trail was constructed last autumn from the village through the Simpson Pass to the base of Mount Assiniboine, a distance of 40 miles.

This mountain, which is 12,600 feet high and which up to a year ago withstood the efforts of the most eminent mountain climbers, has been conquered by the Rev. James Outram, an English clergyman, who made a successful ascent in 1903. Owing to the great interest taken by tourists in this mountain since the Rev. Mr. Outram's ascent, I thought it advisable that this trail should be opened up. The trail is well patronized. It is my intention during the coming autumn to construct a bridle trail up the Spray Valley to the Spray Lakes (one of the best fishing grounds in the park), and thence by way of White Man's Pass to Mont Assiniboine to connect with the trail already built. This will make a very interesting trip for tourists, who will be enabled to visit both points of interest without retracing their steps. These trails will be laid out so that there will be absolutely no danger for even the most timid visitor or his ponies. Another trail has been built in through the Mount Edith Pass to Forty Mile Lakes, a distance of 15 miles. As a consequence, this famous fishing resort is now well patronized by fishermen, and some magnificent scenery not hitherto available, has been placed within easy reach of park visitors.

#### MUSEUM BUILDINGS AND GROUNDS.

The spacious new museum, erected at a cost of \$10,000, has been open to the public since July, 1903. The museum is one of the most picturesque features of the park, and has been described as the most handsome of all western public buildings, having regard to the size and cost of constructing it. It consists of a basement and two stories, most artistically constructed of British Columbia fir, and handsomely finished throughout in selected Douglas fir.

From the tabulated statement appended hereto, it will be seen that the number of visitors to the museum during the past year equals the total number of visitors to the old building.

During the year many additions have been made in almost every department, more especially in those classes inclusive of the flora and fauna of the country. It may safely be said that the Rocky Mountains Park contains the nucleus of what will one day be the most interesting collection of the productions of a most interesting country. Ample room has been provided for the display of all specimens that may be secured for many years to come.

One of the most valued adjuncts of the museum is a spacious and comfortable reading-room where visitors will find all the leading daily papers of the Dominion, and where they may write their letters on note paper emblematic of the park, and supplied to them without charge. This feature of the arrangements, made for the convenience of visitors, is thoroughly appreciated, and the expense incurred in this regard is more than repaid by the expressions of gratitude which I constantly receive. The location of the Superintendent's office in the museum building is a great convenience to those seeking information on matters connected with the park.

The museum building is electrically connected with the observatory on Sulphur Mountain, so that the velocity of the different wind currents as well as the temperature on the summit are automatically recorded for each hour of the day.

Since the date of my last annual report I have paid special attention to the adornment of the grounds immediately adjoining the museum building and park office. These grounds, to the extent of nearly four acres, have been thoroughly underbrushed and graded and provided with rustic seats at intervals among the shade trees. And the fact that these seats are almost constantly occupied is the best justification for their existence. The grounds south of the building have been terraced and sown with grass seed, and now present a very pretty appearance.

## SESSIONAL PAPER No. 25

## CAVE AND BASIN.

Work on the large additional swimming pool at the cave and basin, referred to in my last annual report, was completed early this spring, when it was opened to the public. The new swimming pool, which is supplied from one of the hot springs, is 100 feet long by 50 feet in width, and varies in depth from four to nine feet. Ten additional large and commodious dressing rooms have been provided, and each bather is now supplied with a costume, the whole cost of a bath being reduced to 25 cents (costume included).

The old method of heating the dressing rooms has been superseded by the installation of a hot air furnace situated in the basement of the new building, and well furnished waiting rooms for ladies and gentlemen have been added.

During the year ended June 30, 1904, nearly 5,000 persons availed themselves of the bathing facilities placed at their disposal. The revenue from this source has trebled within the last five years, and it is safe to say that having regard to the present facilities and arrangements for the comfort of bathers the revenue will continue to show a still further increase in the near future. It has been found necessary, owing to the increase in the number of bathers, to erect a building which is being used as a laundry, and a laundress has been engaged during the busy season to supply the necessary fresh towels and bathing costumes, and keep the latter in repair. I feel confident that the supplying of bathing costumes without charge will at least fully repay the expense of providing them, as many persons will now use the baths who would not otherwise do so, and that as a consequence the cave and basin, always a most popular resort, will become more popular than ever.

## UPPER HOT SPRINGS BATHS.

Owing to the inclemency of the weather and the difficulty of securing labour, I was unable last year to commence the construction of the baths at Upper Hot Springs for which a grant of \$10,000 had been made. An early start was, however, made this spring, the work of construction is now well under way, and I hope to have all completed by September. The building, which will be 40 feet by 40 feet, will be divided into parts for the accommodation of ladies and gentlemen. Each part will contain four private hot sulphur bathrooms, sweating rooms, cooling rooms, hot and cold shower baths, hot plunge baths, comfortable dressing rooms and modern lavatories. Adjoining the building is an open air swimming pool 24 feet by 48 feet. The water for these baths will be taken from the Upper Hot Springs, which issue from Sulphur Mountain, and will be received in the building at a temperature of 114F. An analysis of the water from this spring, made by A. McGill, assistant analyst, shows its contents in dissolved organic matter as follows:—

	Parts per Million.	Grains per Gallon.
Sulphuric acid (S.03) . . . . .	550.0	38.50
Chlorine (in chlorides) . . . . .	6.0	0.42
Silicia (Si 02) . . . . .	33.0	2.31
Lime (Cal) . . . . .	355.0	24.85
Magnesia (Mgo) . . . . .	69.5	4.87
Alkalies (expressed) . . . . .	....	....
As Soda (Na 20) . . . . .	8.9	0.62
Lithium (decided trace) . . . . .	....	trace.
Sulphuretted hydrogen . . . . .	4.3	0.30

Mr. McGill states also in his report:—‘I have no hesitation in saying that at least one hundred times as much lithium is present in the Banff water as in the sample from the famed Buffalo lithia springs, Virginia, U.S.A.’



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These baths, when completed, will be placed in charge of competent male and female attendants, and every effort will be made to provide for the comfort and convenience of the public. Only a nominal charge will be made for the use of these baths, so as to bring them within reach of all who desire to use them. In exceptional cases, where it can be shown that invalids who desire to use the baths are unable to pay, I would suggest that they be allowed to use them without any charge whatever.

#### BUFFALO, ELK, MOOSE, ETC.

Scarcely a visitor comes to Banff who does not find time to pay a visit to the animal paddock, which is located about two miles east of the village and adjoining the main line of the Canadian Pacific Railway. About 5,200 persons passed through the gates during the past year on horseback or in vehicles, and many hundreds of pedestrians have inspected the animals from outside.

There has been an increase of six head among the buffalo during the past year. A fine four-year-old was killed in June last while fighting with another bull. His head has been mounted, and now adorns the walls of the museum, where it attracts the attention of admiring visitors. The herd now numbers 46 head, and the prospects for the present season are most encouraging.

In May of the present year I exchanged two bulls from our herd for two from the herd of Mr. A. Corbin, of the Blue Mountain Park Reservation in New Hampshire, U.S.A. The introduction of new blood should prove beneficial to our herd.

The elk have also done well, showing an increase of two head since last report, without any losses. The moose show an increase of one head without any loss. Our black tail deer have also increased by two head, and there is a satisfactory increase among the angora goats. During the past year four Persian fat-tailed sheep, one male and three females, were donated to the park by Mr. Mossom Boyd, of Bobcaygeon, Ontario, all of which are doing well.

The total number of animals now in the park is as follows :—

Buffalo.....	46
Elk.....	10
Moose.....	5
Deer.....	10
Angora goats.....	14
Persian sheep.....	4
Coyotes.....	3
Timber wolf.....	1
Cougars or mountain lions.....	2
Badger.....	1
Total.....	96

Two fine specimens of the golden eagle must not be omitted from the list. All the animals and birds have thriven remarkably well during the year and are now in prime condition, the only loss being the young buffalo bull already mentioned.

#### PRESERVATION OF GAME.

Every effort has been made to preserve the game which at one time abounded in the Park. The Stony Indians are, as I have already stated in my last report, the offenders in this regard. Owing to the enormous area of the park it is impossible to prevent infractions of the game laws. The only additional suggestion which I can make is the establishment of a rigid and thorough system of game guardianship to maintain the legislation necessary for the enforcement of much more severe penalties for its infraction.



## SESSIONAL PAPER No. 25

## FISH AND FISH HATCHERY.

The trout fishing in the park during the past season has been quite up to the average, and formed a very great attraction to many visitors. Some miners working at Canmore coal mines were found to have broken the fishing laws by using explosives in the Spray Lakes. These men were promptly prosecuted and heavily fined. There is very little likelihood of a recurrence of such conduct.

I would again suggest the establishment of a fish hatchery in the park, which, in my opinion, is the most suitable place for breeding fish for the streams of the Territories.

## FUTURE REQUIREMENTS.

I must once more respectfully call your attention to the absolute necessity which exists for the immediate construction of a modern sanitary system in the village of Banff itself. As will be seen from the figures already given there has been a marked increase in the tourist travel notwithstanding the rival attraction afforded by the St. Louis Exposition, and the fact that the presidential election takes place this year. The latter as well as the former have caused many visitors from the United States to remain away who would otherwise have visited the park this year.

The revenue of the present year shows the remarkable growth which has taken place in the village. The revenue at the baths for the month of July in the present year equals the total revenue from the same source for the year of 1898, while the revenue for July and August of the present year is very nearly equal to the total revenue for the year 1898. These facts furnish the best evidence of the large increase in population, and, in my opinion, sufficient justification for the outlay necessary to provide the village with a suitable sewerage and waterworks system. I have already drawn your attention to the necessity for these much needed improvements, and I am confident that when you consider the situation, you will agree with me that the time has now arrived when these improvements must be made if Banff is to maintain her reputation as Canada's choicest health resort. Numbers of cottages are being erected by lessees of village lots, and I would recommend that owners of all dwelling houses should be compelled to connect with the sewers. A waterworks plant should not be very difficult of construction, in view of the natural advantages which Banff enjoys, and once we have these systems installed there should be absolutely no danger of any serious outbreak of disease. The residents of the village are clamouring for sanitary improvements, and would only be too glad to avail themselves of the consequent advantages.

I would suggest the employment of an expert engineer, who should make a thorough inspection of the ground and report fully with as little delay as possible.

The electric light system, the introduction of which I recommended in my last annual report, is now almost an assured fact. Thanks to your permission to make arrangements with the Canadian Pacific Railway Company, I am now in a position to report that Banff will be supplied with an electric lighting system before the winter is upon us. Power will be supplied from the company's power house at Bankhead mines, and from present indications I am satisfied that the new light will be very popular among the householders. The streets from the Canadian Pacific Railway station to the Banff Springs Hotel will be lighted, as will also be the roads leading to several points of interest in the neighbourhood of the village. The light will be a great assistance in displaying the beauties of our museum, as well as promoting the comfort and convenience of visitors to the cave and basin.

## LAGGAN.

Since my last annual report I have found it advisable to construct an entirely new road from Laggan station to the Canadian Pacific Railway chalet at Lake Louise.

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The old road, which during the season was largely travelled by tourists visiting Lake Louise and its vicinity, was objectionable for several reasons. The construction of the new road, which is situated higher up the mountain side, means the avoidance of a very steep grade, and the substitution of a very picturesque driveway for a comparatively uninteresting view. The expense attendant on the maintenance of the lower road was considerable owing to the difficulty of keeping it in good repair. No such difficulty will be experienced with the road which I have now built, as every precaution has been taken to avoid any reasonable possibility of trouble from Louise creek or washouts from the mountain side.

I have also found it advisable to construct a bridle trail from Hector station to Lake O'Hara, a beautiful spot situated on the highest point of land between British Columbia and the Territories. That the trail was justified is evidenced by the fact that it has received a very large share of tourist patronage during the present season, and those who visited Lake O'Hara are loud in their praises of that particular spot, which they claim will very soon rival some of the older and better known points of interest whose reputation for beauty is already well established.

Work is now well under way on the construction of a driving road to Moraine Lake in the Valley of Ten Peaks, and I hope to have this work fully completed by the opening of the tourist season of 1905. Moraine Lake, in common with almost every other beauty spot in the park, has its own particular advocates who never swerve from their belief that no other spot in the park can compare with it for scenic beauty, and it is a significant fact that during the present season those habitués of the park who are familiar with all the lights and shades of its best known spots, and who are enabled to enjoy the best that the park affords, have almost without exception chosen Moraine Lake as their summer camping ground. When gentlemen of the knowledge and experience of Mr. Whympere, Mr. Wilcox and many others who are regular visitors to the park, choose Moraine Lake as the spot where they can enjoy nature at her best, there is very little doubt that before long this will become one of the best known and most popular of our resorts.

#### YOH0.

I should like, before concluding my report, to draw your special attention to the work already completed and now being done in the Yoho Valley extension.

This vast tract of country, which was added to the Rocky Mountains Park in 1902, comprises all that portion of the park situated in British Columbia and covering an area of some 1,500 square miles.

At the time when this tract came under my jurisdiction there were absolutely no improvements upon it except the line of the Canadian Pacific Railway, which passes through it from the summit of the Rockies to Palliser, a distance of nearly 30 miles.

Owing to the lack even of bridle paths, travelling was very difficult, and only a few venturesome persons had the hardihood to brave the risks of exploring this unknown country. The beauties of the Yoho Valley had been spoken of at rare intervals, but there was very little tangible knowledge of the configuration of the country or its possibilities as a point of interest for the tourist.

To-day, however, I am glad to say the magnificence of the Yoho Valley district is generally known, and as the seasons advance the beauties of this, which will one day eclipse all others of the park's many attractions, are being widely advertised by the many tourists who have had the good fortune to gaze upon scenery which it is said has no equal in the park or elsewhere. A country where at least six gigantic glaciers may be seen at one time, a country abounding in waterfalls whose dizzy heights must be actually seen to be properly appreciated, a country interspersed by deep canyons lined by enormous timber is surely a country which should attract the tourist. The Yoho Valley forms a continuous panorama of the most magnificent scenery imaginable, where the sightseer can within short limits find views of the most diverse character



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and of almost illimitable extent. It has been well said that nowhere can one more truly appreciate the immensity of nature and the insignificance of man than in the Yoho Valley.

One of my first acts after taking over the Yoho extension was the construction of a driving road along the westerly base of Mount Burgess to Emerald Lake, a charming spot situate about seven miles from Field. You are already familiar with the beauties of Lake Louise, which at one time was thought to have no equal in the mountains. To-day Emerald Lake is looked upon as the most beautiful spot in an exceptionally beautiful district. The Canadian Pacific Railway Company, with commendable foresight and enterprise, lost no time in erecting on the borders of the lake a handsome and most comfortable chalet, which even now has become inadequate for the accommodation of the many visitors who make Emerald Lake the objective point of their progress through the park, and so popular has this favoured spot already become that it is intended to at least double the capacity of the chalet (now only a year old) the coming winter. The drive from Field is beautiful beyond description. The roadway forms an avenue of several miles in extent, lined by stately forest trees and carpeted on either side during the summer season by a profusion of the beautiful wild flowers which are to be found almost everywhere throughout the park. In the far distance for the greater part of the trip may be seen the ice-capped peak of Mount Emerald, and the magnificent Emerald Glacier which supplies the waters of Emerald Lake in the valley below. On the west a splendid view is to be had of the well known Van Horne Range, which although not the highest, is generally conceded to be one of the most beautiful of the many mountain ranges. Altogether the drive to Emerald Lake is one of the most enjoyable of our many outings, affording as it does magnificent scenery all along the road, and surprising and delighting the traveller by the indescribable beauty which he finds at the lake itself on reaching his destination. Almost immediately after taking over the Yoho Valley extension, the Canadian Pacific Railway Company, in order to reduce a heavy grade, found it advisable to abandon about eight miles of the original roadbed on the south side of the Kicking Horse River and immediately west of Field. The portion of the main line so abandoned formerly crossed over Ottertail Creek on a bridge 600 feet long and 120 feet high, and a little further westward crossed over Boulder Creek over another trestle bridge 80 feet high. I was enabled to arrange with the company to allow these trestles to remain. I had the ties removed and the road harrowed and rolled throughout the whole distance of eight miles and it is now as good as any of the roads in the park. By building one and one-half miles of new road from the railway station at Field along the base of Mount Dennis, a connection was made with the Ottertail road, the trestle bridges were planked and railed on both sides, and we have to-day an excellent driveway from Field to Ottertail, a distance of nine and a half miles. This road passes and affords an excellent view of the celebrated Mount Vaux Glacier, also Ottertail Range, Mount Vaux, Good Sir and Mount Hurd. It has been constructed at comparatively little expense to the government, and is a distinct acquisition to the enjoyment of the district through which it passes. It is proposed to continue this road so as to pass within fifty yards of the celebrated Wapta Falls, at the junction of the Beaver Foot and Kicking Horse rivers. These falls are 150 feet wide with a sheer drop of 60 feet. By continuing this road, which traverses a level country for a distance of about seven miles, it will be possible to connect with the Ice River valley road which was constructed by the British Columbia government, shortly before the acquisition of the park by the Federal government, at a cost of \$5,000. This road is now about ten miles long, running to the entrance of the Ice River Valley, which is declared by competent authority to be extremely rich in mineral deposits. Many rare minerals are found there. The construction of the proposed road will give a continuous driveway from Field to the head of the Ice River Valley and will open up a district which for scenic beauty has been declared by Mr. Edward Whymper, the well known mountaineer, to be the beauty spot of the Rocky Mountains. The Ice River and Beaver Foot Valley is the heart of the



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big game district and abounds in bear, moose, elk, caribou, deer, goats and mountain sheep, making it a veritable hunter's paradise.

A driveway has now been constructed along the north side of the Kicking Horse River from Field eastward for a distance of four miles to the entrance of the Yoho Valley, the magnificence of which I have already attempted to describe. It is my intention to proceed without delay with the construction of this road through the valley, and I am satisfied, as the result of my personal investigation, that the expense attendant on this project will be amply repaid by the opening up of this scenery, which in my opinion excels in extent and natural beauty anything yet discovered within the park limits.

#### BANKHEAD COAL MINES.

I submit for your consideration the following report dealing exclusively with the development of the Bankhead coal lands since the date of my last report. The acquisition and development of this property by the Canadian Pacific Railway Company marks a new era, not only in the history of the Rocky Mountains Park, but in the industrial life of the district of Alberta.

The mine property covers an area of about 5,000 acres, situated about five miles north-east of the village of Banff and directly east of Cascade Mountain. The land lies in a strip six miles long, the coal areas measuring one and one-seventh miles wide. No estimate has yet been made as to the actual quantity of coal available for mining, but it is safe to say that there is even now in sight sufficient coal to supply an enormous market for at least 50 years to come. The property consists of several seams varying in width from 4 feet to 15 feet. The two seams which are being operated at present measure 9 feet and 8 feet respectively.

A drift opening has been made on these seams known as No. 1 and No. 2, and tunnels have been driven in on each a distance of 1,600 feet, with the necessary parallel levels above the tunnel levels for airway. Both seams are connected on the surface, so that only one fan is required for ventilating purposes. This fan is at present placed at an elevation of 250 feet above the level of the mouth of the seam and 800 feet from the opening. It is proposed to replace it by another fan to be placed further back on the property later on. The present arrangement, however, furnishes sufficient air to remove all noxious gases and to keep the interior of the mine supplied with good fresh air.

No breasts have as yet been turned from the levels, the work up to now being practically development work. It is intended to construct breasts off the entries every sixty feet, and these will be driven up the pitch to the surface. The breasts will be 24 feet wide, leaving 36 feet of solid pillar between each to support the hanging wall.

There are in all about ten seams of coal on the property, all dipping towards the westward at an angle of 45°.

To what depth these seams continue downward below the present entries it is at present impossible to say. One seam has been followed for over 300 feet, and it may safely be presumed that the coal continues to run at its present dip to a depth beyond which it would not be profitable to follow it. There is now so much coal above the levels that are being driven in, that no sinking will be necessary for many years to come.

The quality of the lower seams is semi-anthracite. A few of the top seams are a little lower in fixed carbon and higher in volatile matter, and might be described as semi-bituminous coal.

An analysis of the lower seams gives the following results:—

Moisture.....	11 per cent.
Fixed carbon.....	83'3 "
Volatile matter.....	10'0 "
Ash.....	5'6 "

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A few samples have run as high as 86 per cent fixed carbon.

The coal is an excellent furnace and stove coal, and by the aid of a specially designed forced draft fire-box similar to those now in use on some American railroads, it will make a very good steam coal.

To handle the output for the coming season, which will be about 200 tons of marketable coal per day, a temporary breaker has been erected near the mine opening. At present six grades of coal are being made, viz., lump, egg, stove, nut, pea and No. 1 buckwheat. Next spring a large permanent breaker will be constructed having a capacity of 2,000 tons per day, and two sizes of coal, Nos. 2 and 3 buckwheat, will be made in addition to those already mentioned. This breaker will have a capacity of 200 tons of each grade.

Owing to the grade being too heavy to locate the railway spur near the present openings, it was found advisable to locate it on a lower level, which necessitated the driving of a tunnel through gravel and rock to the coal seams. This tunnel has already been driven a distance of 800 feet, and will have to be driven a further distance of 800 feet before it reaches the coal. This tunnel is large enough to permit of tracks on either side of the middle which is used as a travelling way, having also space for water flumes and air pipe-lines.

Air locomotives will be used to haul the coal to and from the mines. The mine cars will be elevated by an endless chain to the top of the breaker, which will be 150 feet high. The screening, sizing and loading will be done by the aid of the most modern machinery.

The shops are large, well lighted and equipped with the latest machinery used in mine work. The boiler-house, electric power plant and air compressors are the best obtainable. All the works will be lighted by electricity and the plant is already installed.

Every possible provision has been made for the comfort of the men engaged in and about the mine. Already a large area has been cleared of timber, streets have been graded and a modern waterworks system has been provided. Handsome and commodious offices have been erected, which are now being used by a large clerical staff. The homes of the officials would compare favourably in size and accommodation with those in many of Canada's most ambitious cities. Rows of comfortable cottages have been built for the use of the miners with families, and palatial boarding-houses, provided with all modern conveniences, are now in course of erection. In a word, Bankhead is to-day a picturesquely situated village, containing several streets of handsome dwellings and provided with electric lighting, waterworks and an up-to-date sanitary system. No expense has been spared by the company in providing the best of everything for its employees, and it is safe to say that at no distant date Bankhead will be not only a model mining town, but a town which will advance and prosper by leaps and bounds. The coal, as has been already stated, is of the most marketable quality, the market is growing rapidly and permanently, and everything points towards the establishment of one of the largest and most successful business enterprises ever undertaken in Canada.

The new village of Bankhead, instead of being a detriment to the beauty of the park, will, on the contrary, add another to the many and varied attractions of the neighbourhood. Situated almost directly on the road to Lake Minnewanka, one of the most popular drives in the vicinity of Banff, and a little more than half way to the lake, nestling under the shadow of Cascade, with its beautiful homes and its teeming industrial life, it has already become a popular stopping place for tourists. The officials in charge, notwithstanding their manifold duties, are most courteous in their treatment of visitors, and can always find time to make the visit a pleasant one for those who take an interest in the work which is being done.

In conclusion it affords me much pleasure to be able to state that in the performance of my duties I have been loyally supported by the employees who have worked with me, and that I have received valuable assistance in the maintenance of law and



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order from the members of the Royal North-west Mounted Police stationed at Banff and other points throughout the park.

The usual meteorological reports which are here appended, are worthy of perusal, furnishing as they do the best possible evidence of the mildness of our climate even in the depth of winter.

I have the honour to be, sir, your obedient servant,

HOWARD DOUGLAS,

*Superintendent.*

STATEMENT showing number of Visitors to the Rocky Mountains Park during the year ending June 30, 1904.

### CANADIAN PACIFIC RAILWAY HOTEL.

VISITORS from July 1, 1903, to June 30, 1904.

From where.	No.	From where.	No.
United States.....	2,096	Austria.....	2
Canada.....	1,290	Santa Barbara.....	2
England.....	445	Mexico.....	4
Australia.....	75	Sweden.....	2
Scotland.....	50	Hawaii.....	2
New Zealand.....	35	Sumatra.....	2
France.....	14	Portugal.....	1
South Africa.....	14	Ceylon.....	1
China.....	14	Wales.....	1
Ireland.....	16	Italy.....	1
Japan.....	12	Java.....	1
Hong Kong.....	9	Fiji Islands.....	1
India.....	8	Bavaria.....	1
Germany.....	7	Barbadoes.....	1
Honolulu.....	7	Cuba.....	1
Holland.....	5	Philippines.....	4
Buenos Ayres.....	3		
Singapore.....	3	Total.....	4,131

### SANITARIUM HOTEL.

VISITORS from July 1, 1903, to June 30, 1904.

From where.	No.	From where.	No.
Canada.....	3,000	Finland.....	3
United States.....	378	Germany.....	2
England.....	62	Portugal.....	1
Australia.....	35	Calcutta.....	1
New Zealand.....	9	Ceylon.....	1
China.....	9	Valparaiso.....	1
Scotland.....	6	Sweden.....	1
Ireland.....	6	Norway.....	1
France.....	5		
Italy.....	3	Total.....	3,526
Japan.....	3		



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## ALBERTA HOTEL.

VISITORS from July 1, 1903, to June 30, 1904.

Canada.....	1,462
United States.....	187
England.....	23
Ireland.....	3
Australia.....	3
Scotland.....	2
Wales.....	1
South Africa.....	1
Total.....	1,685

## KING EDWARD HOTEL.

VISITORS from July 1, 1903, to June 30, 1904.

Canada.....	324
United States.....	48
Mexico.....	1
Total.....	373

## NATIONAL PARK HOTEL.

VISITORS from July 1, 1903, to June 30, 1904.

General.....	257
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## SUMMARY.

	No.
C.P.R. Hotel.....	4,131
Sanitarium.....	3,526
Alberta Hotel.....	1,685
King Edward.....	373
National Park.....	257
Excursions not Registered.....	980
Summer Visitors residing in Cottages and Camping.....	800
Total Visitors for Year.....	11,752

## LAKE LOUISE CHALET.

VISITORS from July 1, 1903, to June 30, 1904.

From where	No.	From where.	No.
United States.....	983	India.....	4
Canada.....	452	South Africa.....	3
England.....	152	Honolulu.....	3
Scotland.....	25	France.....	3
China.....	8	Tasmania.....	3
New Zealand.....	7		
Germany.....	6	Total.....	1,667
Ireland.....	4		

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## MOUNT STEPHEN HOUSE, FIELD, B.C.

VISITORS from July 1, 1903, to June 30, 1904.

From where.	No.	From where.	No.
Canada.....	603	Switzerland.....	1
United States.....	465	Portugal.....	2
England.....	89	Germany.....	5
Australia.....	28	Japan.....	2
Scotland.....	7	Sweden.....	1
France.....	4	Wales.....	3
Ireland.....	2	Honolulu.....	1
China.....	4		
India.....	2	Total.....	1,219

## CAVE AND BASIN, BANFF.

VISITORS from July 1, 1903, to June 30, 1904.

From where.	No.	From where.	No.
Canada.....	2,667	Trinidad.....	2
United States.....	1,490	France.....	16
England.....	307	Germany.....	4
Scotland.....	75	Portugal.....	2
Ireland.....	17	Belgium.....	2
Australia.....	90	Switzerland.....	4
New Zealand.....	52	Finland.....	2
South Africa.....	11	Russia.....	3
India.....	6	Sweden.....	4
Tasmania.....	12	Holland.....	4
Fiji.....	2	Italy.....	4
Japan.....	5	Austria.....	2
China.....	33		
Ceylon.....	2	Total.....	4,828
Mexico.....	2		

## MUSEUM REGISTER, ROCKY MOUNTAINS PARK, BANFF.

VISITORS from July 1, 1903, to June 30, 1904.

From where.	No.	From where.	No.
Canada.....	3,927	New South Wales.....	3
United States.....	1,203	Denmark.....	3
England.....	401	Italy.....	3
Australia.....	49	Russia.....	2
Scotland.....	44	Sweden.....	2
Ireland.....	38	Mexico.....	2
New Zealand.....	38	Buenos Ayres.....	2
China.....	28	Ceylon.....	2
Hawaiian Ids.....	10	Fiji Ids.....	1
Germany.....	10	Shetland Ids.....	1
France.....	8	Austria.....	2
Switzerland.....	8	Prussia.....	1
Wales.....	8	Bavaria.....	1
Queensland.....	7	Africa.....	1
South Africa.....	7	Newfoundland.....	1
Japan.....	6	Finland.....	1
Tasmania.....	5		
Philippines.....	5	Total.....	5,834
India.....	4		

# METEOROLOGICAL TABLES

## ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures, Rainfall, Snowfall and the State of the Weather  
between July 1, 1903, and June 30, 1904.

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1903.	°	°	in.	in.	
July 1....	54.4	35.1	0.05		Cloudy.
" 2....	59.3	39.4	0.12		" River going down.
" 3....	66.4	44.1	0.03		Fair.
" 4....	62.8	42.2	0.08		Cloudy, passing temporary showers, rainbow.
" 5....	53.0	42.2	1.77		" fog, continued rain.
" 6....	49.1	35.8	1.93		" " river risen.
" 7....	56.8	38.7	0.06		" " river lower.
" 8....	57.9	38.8	0.04		" "
" 9....	63.5	38.0	0.12		" "
" 10....	68.1	39.6	0.02		Fair.
" 11....	72.4	38.2			" fine day.
" 12....	73.6	46.1			" " thunder and lightning but no rain fell.
" 13....	72.9	43.0	τ		" squally, wind during night.
" 14....	61.1	40.0	0.13		Cloudy, squally, wind all day, rainbow.
" 15....	64.8	45.1			Fair.
" 16....	69.0	36.2			" "
" 17....	72.3	39.1			" perfect day.
" 18....	72.4	42.9	0.23		" thunder and lightning.
" 19....	68.6	43.2	τ		Cloudy.
" 20....	74.2	38.3			Fair, heavy dew, perfect day.
" 21....	79.4	43.0			" perfect day.
" 22....	78.0	47.2			" lightning, rain at night.
" 23....	73.8	53.5	0.08		Cloudy, thunder, lightning, rain.
" 24....	60.4	48.7	0.47		" river risen.
" 25....	66.0	35.8	τ		Fair, very light rain.
" 26....	60.4	43.1	0.18		Cloudy, thunder.
" 27....	61.8	44.4	0.11		Fair.
" 28....	67.9	36.2	0.02		" "
" 29....	63.9	40.3	0.11		Cloudy.
" 30....	64.3	45.9	0.04		" fog.
" 31....	65.0	38.1	0.11		" "
Aug. 1....	55.5	43.8	0.39		" "
" 2....	59.3	40.1	0.15		" thunder and lightning, hail.
" 3....	54.5	40.2	0.27		" "
" 4....	57.9	43.1	0.10		Fair.
" 5....	66.1	39.1			" fine day.
" 6....	69.5	39.4	τ		" "
" 7....	70.0	42.1			" "
" 8....	74.0	39.2			" fine day.
" 9....	69.6	43.2	0.39		Cloudy, thunder and lightning.
" 10....	63.5	43.8	0.30		" "
" 11....	64.4	46.2	0.19		Fair.
" 12....	69.3	37.2	0.01		" heavy frost and dew.
" 13....	64.8	49.9	0.05		" "
" 14....	57.2	45.0	0.21		Cloudy, fog.
" 15....	55.9	46.7	0.27		" "
" 16....	69.4	47.6			Fair, lightning.
" 17....	70.4	45.9			" "
" 18....	74.2	41.0			" perfect day.
" 19....	78.4	40.0	0.02		" "
" 20....	74.4	49.4	0.03		" heavy dew fall.
" 21....	63.1	38.5	τ		Cloudy.
" 22....	60.3	45.5	0.04		" fog.
" 23....	58.8	45.6	0.95		" raw day.
" 24....	53.3	37.5	0.05		" "
" 25....	52.8	43.3	0.07		" "
" 26....	58.6	41.5			Fair, fine day.



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## MAXIMUM and Minimum Temperatures, &amp;c.—Continued.

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1903.	°	°	In.	In.	
Aug. 27....	68.0	40.0	.....	.....	Fair.
" 28....	67.3	45.4	.....	.....	"
" 29....	66.4	42.3	0.18	.....	"
" 30....	63.3	39.4	0.01	.....	"
" 31....	59.3	42.1	0.03	.....	"
Sept. 1....	58.3	33.1	.....	.....	" lightning.
" 2....	53.7	31.9	0.01	.....	" frost.
" 3....	54.6	27.3	.....	.....	" "
" 4....	60.4	26.2	.....	.....	" " ice on still water.
" 5....	58.0	31.8	.....	.....	" river going down.
" 6....	56.7	44.8	0.34	.....	Cloudy.
" 7....	50.2	39.1	0.13	.....	" fresh snow on mountains.
" 8....	53.9	41.2	.....	.....	"
" 9....	49.8	39.7	τ	.....	"
" 10....	47.0	38.4	0.28	.....	" heavy hail, fog.
" 11....	43.1	33.8	0.05	.....	"
" 12....	40.9	31.8	0.07	.....	" light snow and snow flurries.
" 13....	42.2	28.1	.....	.....	" ice on still water, geese flying south.
" 14....	45.3	30.3	.....	.....	" " "
" 15....	52.8	23.8	.....	.....	Fair, hoar-frost, ice on still water, fine sunset, shooting stars, geese flying south.
" 16....	60.4	28.9	.....	.....	Fair, hoar-frost, ice on still water, perfect day, geese flying south.
" 17....	63.9	30.9	.....	.....	Fair, hoar frost.
" 18....	59.9	53.6	.....	.....	Cloudy.
" 19....	55.4	43.0	0.19	.....	"
" 20....	51.5	30.0	0.02	.....	" fresh snow on mountains, fog.
" 21....	41.7	33.2	0.52	3.00	" slushy walking.
" 22....	44.9	30.8	0.06	.....	" fog, river rising.
" 23....	55.9	38.1	0.13	.....	" river still rising.
" 24....	53.1	43.2	0.41	.....	" river risen much, geese flying south-east.
" 25....	48.3	35.2	0.15	.....	" much fresh snow on mountains.
" 26....	44.3	32.9	.....	.....	"
" 27....	56.6	37.1	τ	.....	Fair.
" 28....	65.4	48.1	0.02	.....	" very squally wind.
" 29....	52.6	31.4	0.10	.....	" hoar-frost.
" 30....	49.0	21.0	.....	.....	" "
Oct. 1....	52.3	25.4	.....	.....	"
" 2....	48.8	29.0	0.02	0.50	Cloudy.
" 3....	36.3	20.7	.....	0.25	Fair.
" 4....	42.6	20.1	.....	.....	" hoar-frost.
" 5....	46.3	33.8	0.01	.....	Cloudy.
" 6....	43.3	35.8	0.05	.....	Fair, squally wind all day.
" 7....	44.8	32.2	.....	.....	" squally wind.
" 8....	45.2	24.8	.....	.....	" hoar-frost, lunar corona.
" 9....	41.7	28.8	0.05	.....	Cloudy, snow flurries.
" 10....	50.8	35.9	.....	.....	"
" 11....	47.5	33.5	0.08	.....	Fair.
" 12....	52.2	39.9	.....	.....	Cloudy.
" 13....	57.3	39.4	0.04	.....	" very squally wind, lunar corona.
" 14....	45.7	26.3	.....	.....	Fair, squally wind.
" 15....	49.8	29.1	.....	.....	" very squally wind.
" 16....	55.2	32.2	.....	.....	" fine sunset.
" 17....	61.3	34.2	.....	.....	" hoar-frost, shooting stars, very squally wind.
" 18....	60.8	40.6	.....	.....	" very squally wind.
" 19....	57.8	50.8	τ	.....	Cloudy.
" 20....	53.5	34.8	0.14	.....	"
" 21....	50.2	30.2	0.06	.....	Fair, hoar-frost.
" 22....	48.2	27.0	.....	.....	" " fine sunset.
" 23....	60.9	33.8	.....	.....	" very squally wind.
" 24....	57.4	27.8	.....	.....	" hoar-frost, perfect day
" 25....	56.0	25.4	.....	.....	Fair, hoar-frost, perfect day.
" 26....	56.3	24.8	.....	.....	" " "
" 27....	55.3	33.9	.....	.....	" squally wind.

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MAXIMUM and Minimum Temperatures, &c.— *Continued.*

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1903.	°	°	In.	In.	
Oct. 28....	53·7	40·7	0·14	.....	Cloudy, fog.
" 29....	42·5	31·9	0·08	.....	"
" 30....	47·2	31·8	.....	.....	Fair, fine day.
" 31....	50·3	33·1	.....	.....	" hoar-frost, squally wind, aurora.
Nov. 1....	57·2	41·2	.....	.....	" squally wind.
" 2....	57·4	43·8	0·02	.....	Cloudy, squally wind.
" 3....	45·0	28·9	.....	6·50	Fair, about 5 inches of snow on ground.
" 4....	31·4	27·3	.....	.....	Cloudy, fog.
" 5....	39·2	29·4	0·03	0·10	" snow.
" 6....	41·1	32·2	0·03	0·10	" "
" 7....	35·8	28·0	.....	0·60	Fair.
" 8....	30·0	10·0	.....	.....	" ice on edges of river.
" 9....	31·1	25·4	.....	0·10	Cloudy.
" 10....	30·8	23·2	.....	.....	"
" 11....	20·8	4·6	.....	s.	" snow.
" 12....	17·1	6·1	.....	1·00	Fair, river frozen over above boathouse.
" 13....	8·7	— 3·3	.....	0·25	Fair.
" 14....	1·8	— 3·6	.....	2·25	Cloudy, river frozen over below boathouse, first sleighing but bad, about 4 inches of snow on ground.
" 15....	— 1·8	— 6·3	.....	1·15	Cloudy, pine grosbeaks about.
" 16....	2·0	— 15·4	.....	0·10	Fair, perfect day, fine sunset.
" 17....	0·2	— 25·3	.....	.....	" "
" 18....	6·9	— 17·0	.....	.....	" "
" 19....	23·1	— 4·0	.....	.....	Cloudy, squally wind, snow drifting, road bare of snow in places.
" 20....	35·0	19·8	.....	.....	Cloudy, thaw, shooting stars.
" 21....	33·8	18·3	.....	2·25	" shooting stars, 5½ inches of snow on ground.
" 22....	36·1	28·1	.....	0·25	" thaw.
" 23....	31·8	10·7	.....	.....	Fair, fine day.
" 24....	27·9	20·2	.....	.....	" squally wind.
" 25....	31·8	21·8	.....	.....	" "
" 26....	37·4	29·1	0·13	.....	Cloudy, snow, sleet, rain, fog, slushy streets.
" 27....	43·0	32·0	0·31	.....	" river opening up.
" 28....	37·7	16·9	.....	.....	Fair, fine day, about 18 inches of snow nearing top of Sulphur Mt.
" 29....	39·0	26·0	0·01	.....	Cloudy, sleighing since November 14, but bad.
" 30....	41·2	34·0	r.	.....	" chinook wind, ice on river about 4½ inches, roads slippery.
Dec. 1....	44·1	36·3	0·39	.....	Cloudy, snow mostly in patches.
" 2....	36·6	27·0	0·01	.....	" no sleighing.
" 3....	27·1	15·7	.....	.....	Fair, perfect day.
" 4....	24·3	10·8	.....	.....	" fine sunset, bad walking.
" 5....	28·0	16·0	.....	.....	" fine sunrise, squally wind.
" 6....	32·1	23·3	.....	.....	Cloudy, Stellar's jay about.
" 7....	29·8	13·4	.....	.....	Fair, fine sunset.
" 8....	32·3	23·6	.....	.....	" snowbirds, fine sunrise and sunset.
" 9....	27·7	18·0	.....	.....	" hoar-frost, fine day.
" 10....	24·0	10·8	.....	.....	Cloudy, hoar-frost.
" 11....	21·3	5·2	.....	0·25	" shooting stars.
" 12....	8·1	— 12·4	.....	.....	Fair.
" 13....	17·3	— 2·2	.....	0·65	" squally wind.
" 14....	26·7	12·3	.....	.....	"
" 15....	32·2	23·2	.....	.....	Cloudy, thaw.
" 16....	40·3	28·8	.....	.....	"
" 17....	37·9	24·3	0·01	0·60	Fair, sleighing but indifferent, shooting stars.
" 18....	24·8	10·2	.....	.....	Fair, thaw.
" 19....	27·3	10·4	.....	.....	Cloudy.
" 20....	30·3	22·8	.....	0·40	" snowbirds.
" 21....	31·8	20·8	.....	.....	Fair.
" 22....	29·6	20·6	.....	.....	Cloudy.
" 23....	31·3	11·2	.....	.....	"
" 24....	37·8	27·9	.....	.....	Fair, fine day.
" 25....	35·2	25·1	.....	.....	"

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## MAXIMUM and Minimum Temperatures, &amp;c.—Continued.

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1903.	°	°	in.	in.	
Dec. 26....	42.0	27.1	.....	.....	Fair, sleighing poor
" 27....	31.9	18.2	.....	.....	" some roads bare of snow.
" 28....	28.1	7.4	.....	.....	" fine day.
" 29....	35.3	22.1	.....	.....	" squally wind, snowbirds.
" 30....	45.3	30.4	0.01	.....	" "
" 31....	40.3	15.0	.....	0.35	Cloudy, sleighing improved.
1904.					
Jan. 1....	15.6	2.0	.....	.....	Fair, large lunar corona, fine day.
" 2....	23.2	9.0	.....	.....	" fine day and night, sleighing none.
" 3....	24.2	10.5	.....	.....	" very fine night.
" 4....	22.0	4.0	.....	.....	" " ice crystals falling 10 a.m.
" 5....	25.0	2.5	.....	s	" strong wind through night.
" 6....	36.5	22.2	.....	.....	Cloudy, whole gale from noon to 5 p.m. and then through midnight.
" 7....	43.5	35.5	.....	.....	Cloudy, strong wind all day, thawing all afternoon.
" 8....	43.2	33.0	.....	s	" thaw.
" 9....	36.0	19.2	.....	0.50	Fair, fine day and night.
" 10....	23.2	15.5	.....	.....	" "
" 11....	25.5	17.0	.....	0.75	Cloudy, fine day.
" 12....	29.0	15.0	.....	0.25	" "
" 13....	37.5	28.2	.....	0.75	" very mild, sleighing again.
" 14....	38.0	29.2	.....	0.75	" "
" 15....	29.6	12.8	.....	3.50	" fine day, sleighing good.
" 16....	18.6	4.0	.....	2.00	" 8½ inches of snow on ground.
" 17....	6.2	-5.6	.....	1.75	" "
" 18....	-1.6	-14.2	.....	2.00	" 11½ inches of snow on ground.
" 19....	-7.8	-21.6	.....	0.12	Fair, fine day and night.
" 20....	12.5	-17.8	.....	.....	" snow drifting.
" 21....	19.0	2.2	.....	.....	Cloudy, fine night.
" 22....	23.2	7.2	.....	.....	Fair, very fine day and night.
" 23....	21.0	-0.0	.....	.....	Cloudy.
" 24....	23.2	7.8	.....	0.75	" fine day and night.
" 25....	22.2	-0.0	.....	.....	" "
" 26....	23.8	2.0	.....	.....	Fair
" 27....	29.2	6.2	.....	.....	" "
" 28....	33.2	13.5	.....	.....	" "
" 29....	39.0	24.5	.....	.....	Cloudy, fine day, very fine night.
" 30....	36.8	14.0	.....	.....	Fair, fine day and night, mild.
" 31....	39.0	27.8	.....	.....	Cloudy, fine day, strong wind, snow flurries, snow drifting.
Feb. 1....	37.1	24.8	.....	.....	Fair, snow flurries.
" 2....	24.6	11.2	.....	.....	Cloudy, light hail, fine night.
" 3....	23.0	0.5	.....	.....	" fine day.
" 4....	21.8	-1.0	.....	0.50	" "
" 5....	-0.9	-8.1	.....	2.50	" cold wind all day and through midnight.
" 6....	-6.6	-15.5	.....	1.00	Fair, snow drifting, cold, n.e. wind.
" 7....	-9.8	-17.3	.....	0.25	" cold, n.e. wind through day.
" 8....	-7.8	-20.2	.....	.....	" fine day.
" 9....	0.2	-27.2	.....	.....	" "
" 10....	8.2	-21.6	.....	0.25	" "
" 11....	5.7	-14.7	.....	0.10	" "
" 12....	2.1	-8.2	.....	1.25	Cloudy, snow flurries, very cold, n.e. wind.
" 13....	-4.2	-16.5	.....	1.50	" very cold, n.e. wind.
" 14....	-1.3	-14.0	.....	0.75	Fair, 12 inches of snow on ground.
" 15....	23.2	-19.2	.....	0.25	Cloudy.
" 16....	30.2	6.4	.....	0.25	Fair, snow flurries.
" 17....	28.3	19.5	.....	.....	Fair.
" 18....	31.3	9.2	.....	.....	Fair, fine day.
" 19....	33.3	15.8	.....	0.35	Cloudy, snowstorm with soft hail.
" 20....	24.3	-8.7	.....	.....	Fair.
" 21....	6.6	-14.2	.....	0.65	Cloudy.
" 22....	1.3	-8.6	.....	2.60	Cloudy.



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MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1904.	°	°	in.	in.	
Feb. 23....	28.3	— 5.1	.....	0.50	Cloudy, snow drifting.
" 24....	25.0	— 8.4	.....	0.80	Cloudy, squally wind all day.
" 25....	24.5	— 9.7	.....	.....	Fair, thawing in sun.
" 26....	28.2	6.0	.....	1.75	Cloudy, 15 inches of snow on ground.
" 27....	30.4	18.4	.....	0.75	Cloudy, snow drifting.
" 28....	34.7	10.6	.....	0.35	Cloudy.
" 29....	28.8	6.2	.....	0.60	Cloudy, ice on Bow river 21 inches.
Mar. 1....	17.8	—23.1	.....	0.20	Fair.
" 2....	23.7	—23.7	.....	.....	Fair, fine day.
" 3....	25.4	— 4.0	.....	.....	Cloudy.
" 4....	35.7	16.2	.....	.....	Fair, very gusty wind.
" 5....	33.7	25.1	.....	0.75	Cloudy, snow part melting after falling, foggy on mountains during day.
" 6....	33.7	26.3	.....	1.75	Fair, thaw, Clarke's crow building nests.
" 7....	33.0	22.9	.....	0.80	Cloudy, thaw.
" 8....	27.6	16.4	.....	1.25	Cloudy, trees coated with frost, snow drifting.
" 9....	17.7	3.2	.....	1.50	Fair, 16 inches of snow on ground.
" 10....	28.2	—12.0	.....	.....	Fair, trees coated with frost, snow in drifts from 20 to 30 inches.
" 11....	37.7	6.0	.....	0.10	Fair, thaw, fine day.
" 12....	32.9	— 0.4	.....	.....	Fair, silver thaw, fine day.
" 13....	29.7	— 2.2	.....	0.30	Fair, silver thaw.
" 14....	25.4	—14.7	.....	0.75	Cloudy, silver thaw.
" 15....	26.2	1.8	.....	1.55	Cloudy, snow drifting.
" 16....	30.1	0.2	.....	.....	Fair.
" 17....	25.3	3.5	.....	0.20	Cloudy, 16½ inches of snow on ground.
" 18....	34.7	5.6	.....	0.85	Cloudy.
" 19....	28.6	3.0	.....	.....	Cloudy, snow drifting, moth in house.
" 20....	24.1	— 0.6	.....	0.55	Fair.
" 21....	16.2	2.6	.....	0.50	Fair.
" 22....	17.2	—11.4	.....	0.25	Fair.
" 23....	11.6	— 4.4	.....	0.65	Cloudy
" 24....	12.7	— 6.6	.....	0.05	Fair, fine day.
" 25....	19.1	—18.4	.....	.....	Fair, large lunar halo and solar corona, fine day.
" 26....	28.1	—15.3	.....	.....	Fair, chickadees about.
" 27....	38.8	19.8	.....	.....	Fair, fine afternoon.
" 28....	35.6	17.3	.....	0.05	Cloudy, visibility of distant objects, although sky cloudy.
" 29....	44.2	18.6	.....	.....	Fair, thaw, robin about.
" 30....	42.3	28.8	0.02	.....	Fair, soft hail.
" 31....	41.9	11.1	.....	.....	Fair, perfect day, ice on river about 17 inches, on lake Minnewanka 27 inches.
April 1....	48.7	17.1	.....	.....	Fair, fine day and night.
" 2....	53.1	21.2	.....	.....	Fair, perfect day, river beginning to open in places, poplar buds opening.
" 3....	48.1	18.4	.....	.....	Fair, sleighing still fairly good.
" 4....	44.0	30.2	.....	0.30	Fair, road to station breaking up.
" 5....	37.5	27.7	0.06	s.	Cloudy, flock of redpolls, nighthawks during night.
" 6....	40.3	24.7	0.01	3.75	Cloudy, snowbirds, soft hail.
" 7....	37.0	11.0	.....	.....	Fair, Oregon juncos.
" 8....	44.7	15.8	.....	.....	Cloudy, some roads part bare and in places dry.
" 9....	51.1	29.3	.....	.....	Fair, willows bursting buds, chinook, sleighing bad.
" 10....	54.7	45.0	.....	.....	" fine day and night, chinook, aurora, geese flying north.
" 11....	58.3	24.2	.....	.....	Fair, hoar-frost, river open many places, duck on river, bees about, perfect day, sleighing gone.
" 12....	64.5	28.5	.....	.....	Fair, flock redpolls, moths, mosquitoes, snow slides on mountains, river open, snow gone from about town.
" 13....	67.2	26.9	.....	.....	Fair, thrush about, hoar-frost, perfect day.
" 14....	62.6	27.0	.....	.....	"
" 15....	39.8	19.3	.....	.....	" squally wind all day.
" 16....	46.7	17.3	.....	.....	"
" 17....	53.1	30.3	.....	.....	"
" 18....	55.9	23.1	.....	.....	"

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## MAXIMUM and Minimum Temperatures, &amp;c.—Continued.

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1904.	°	°	in.	in.	
" 19....	56·8	27·8	.....	.....	Cloudy, geese flying west, river rising, 6 p. parhelia, vegetation showing signs of life.
" 20....	56·6	28·8	τ	.....	Fair, frogs piping.
" 21....	56·0	26·9	0·03	.....	" heavy hoar-frost, frogs piping.
" 22....	50·7	30·4	τ	.....	Cloudy, dull day, fog.
" 23....	50·4	32·8	0·09	.....	" several juncos about.
" 24....	54·1	35·2	.....	.....	Fair, anemone patens var. Nuttalliana in flower, catkins on poplars (populus tremuloides) on 21st.
" 25....	62·0	25·6	.....	.....	Fair, Townsend's solitaire, butterflies, mosquitoes, part-ridge drumming, geese flying about.
" 26....	66·4	26·9	.....	.....	Fair, hoar-frost, perfect day, river rising.
" 27....	69·5	28·0	.....	.....	" " bees, &c., salix in flower, lunar halo.
" 28....	64·1	32·0	0·12	.....	Fair, river risen perceptibly.
" 29....	52·5	37·8	0·02	.....	Cloudy, soft hail.
" 30....	43·4	28·6	0·01	2·25	" "
May 1....	43·7	33·1	0·02	0·02	" Audubon's warbler, viola Canadensis and Shepherdia Canadensis in flower.
" 2....	52·9	34·1	0·08	.....	Cloudy, fog.
" 3....	59·9	26·7	.....	.....	Fair, hoar-frost.
" 4....	54·7	36·2	0·05	.....	Cloudy, soft hail.
" 5....	45·7	28·1	τ	s	Fair, thin ice on still shallow water.
" 6....	47·9	32·0	.....	.....	" "
" 7....	46·3	29·3	0·02	.....	Cloudy, soft hail, Lake Minnewanka free of solid ice.
" 8....	50·9	23·2	.....	.....	Fair.
" 9....	55·4	33·9	.....	.....	" "
" 10....	52·9	33·4	τ	s	" primula Mistassinica in flower, Petasite's variety in flower.
" 11....	48·8	25·2	.....	0·25	Fair.
" 12....	58·9	21·8	.....	.....	" perfect day, thin ice on water barrels, bush fire n.e.
" 13....	65·5	28·3	.....	.....	" " carex in flower, Androsace septentrionalis in flower.
" 14....	61·5	36·2	.....	.....	Cloudy, meadow larks about.
" 15....	54·7	35·0	0·04	.....	" populus tremuloides bursting into leaf.
" 16....	61·1	27·2	.....	.....	Fair, white crowned sparrow, hoar-frost, thin ice on still shallow water, fine day.
" 17....	62·4	37·2	.....	.....	Cloudy, swallows about, Calypso borealis and dodecatheon meadia in flower.
" 18....	63·9	41·4	0·08	.....	Cloudy, chipping sparrows about, vegetation much advanced to-day, viola Mistassinica, Peucedanum triternatum and variety of Arabis in flower, river bed covered with water.
" 19....	58·0	39·7	0·40	.....	Cloudy, Arctostaphylos, uva-ursi in flower, water beetles dropping about museum.
" 20....	68·4	34·1	.....	.....	Fair, fine day, river rising rapidly, Castilleja pallida var. septentrionalis and Collinsia parviflora in flower, mosquitoes numerous on the mountains.
" 21....	67·4	41·9	.....	.....	Fair.
" 22....	58·8	36·2	0·07	.....	" "
" 23....	52·5	33·2	0·01	0·25	Cloudy, fresh snow on mountains, fog.
" 24....	43·6	27·1	0·07	.....	" thin ice on water barrels, flock of swallows at Lake Minnewanka.
" 25....	55·5	25·3	.....	.....	Fair, thin ice on water barrels.
" 26....	63·9	27·4	.....	.....	" horned lark.
" 27....	61·5	36·1	.....	.....	" "
" 28....	55·4	39·8	0·02	.....	" soft hail, squally wind.
" 29....	62·5	27·2	.....	.....	" "
" 30....	63·5	35·6	.....	.....	" Anemone Drummondii and parviflora, Draba alpina and variety in flower.
" 31....	58·8	35·3	0·04	.....	Cloudy, Lycena butterfly about, fog.
June 1....	54·7	37·2	0·11	.....	Cloudy, fog.
" 2....	47·0	33·5	0·23	.....	" "
" 3....	58·9	38·0	0·02	.....	" "

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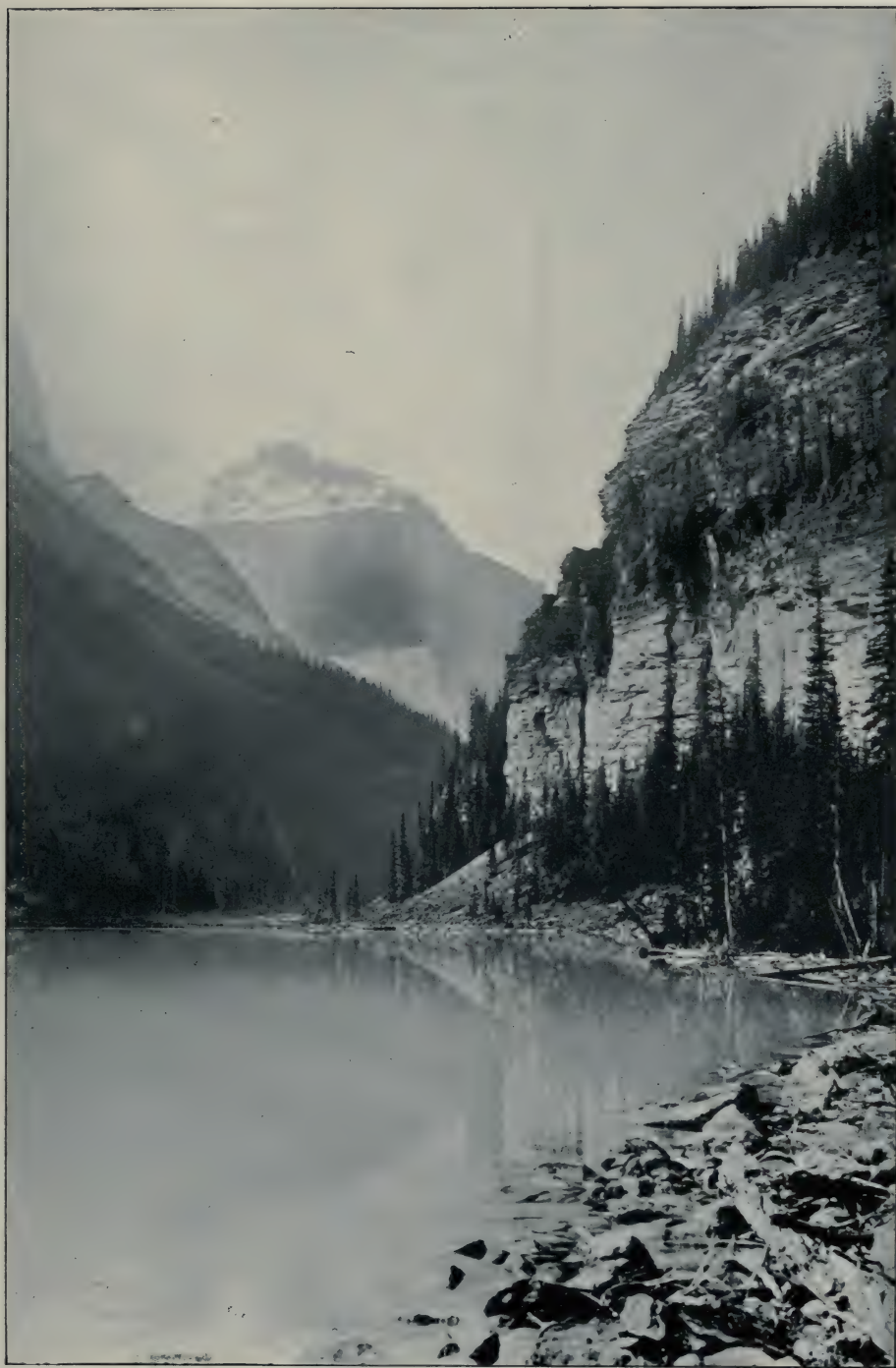
MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

Date.	THERMOMETER READINGS.		Rain.	Snow.	Weather.
	Max.	Min.			
1904.	°	°	In.	In.	
June 4....	70·5	32·3	.....	.....	Fair.
" 5....	71·5	37·3	0·11	.....	" thunder.
" 6....	53·7	44·1	0·23	.....	Cloudy, <i>Arctostaphylos alpina</i> in flower, river risen much.
" 7....	49·5	33·6	0·06	.....	Fair, very thin ice on walks in morning.
" 8....	60·4	27·6	.....	.....	" " in places.
" 9....	63·5	38·8	0·06	.....	Cloudy, hail, heavy thunder, vivid lightning, rainbow.
" 10....	48·9	34·2	0·79	.....	Cloudy.
" 11....	58·3	40·6	0·01	.....	"
" 12....	63·5	32·9	.....	.....	Fair.
" 13....	67·4	29·2	.....	.....	" hoar-frost, fine day, <i>clematis verticillaris</i> var. <i>Columbiana</i> in flower.
" 14....	71·6	35·0	.....	.....	Fair, fine day, many plants in flower.
" 15....	76·2	38·0	.....	.....	" fine day.
" 16....	75·2	39·3	.....	.....	" " river high.
" 17....	74·4	44·0	.....	.....	" river rising rapidly, fine day, roads very dusty.
" 18....	68·6	39·3	0·81	.....	Cloudy, fog.
" 19....	59·0	36·2	0·04	.....	Fair.
" 20....	63·6	32·9	.....	.....	Cloudy.
" 21....	63·9	47·3	0·01	.....	"
" 22....	51·4	37·3	0·10	.....	"
" 23....	52·3	33·8	0·01	.....	"
" 24....	62·8	38·1	.....	.....	"
" 25....	67·9	35·0	.....	.....	Fair, river gone down and not so muddy.
" 26....	67·4	45·7	0·02	.....	"
" 27....	64·2	38·7	τ	.....	Cloudy, <i>Cassiope Mertensiana</i> and <i>larix Lyalli</i> in flower.
" 28....	74·4	36·5	.....	.....	Fair.
" 29....	79·9	38·6	.....	.....	" fine day.
" 30....	84·7	40·4	τ	.....	" thunder, fine sunset.

N. B. SANSON,  
Observer.







NO. 1.—MARAINÉ LAKE, NEAR LAGGAN, R. M. PARK.







NO. 2.—LAKE LOUISE, NEAR LAGGAN, R. M. PARK.





No. 3.—SPRAY RIVER BRIDGE AND SULPHUR MOUNTAIN.







No. 4.—BOW RIVER BOAT HOUSE, BANFF.







NO. 5.—LAUGHING FALLS, YOHIO VALLEY.





NO. 6.—TWIN FALL, YOHIO VALLEY.







NO. 7.—TAKAKKAW FALLS, YOH0 VALLEY.



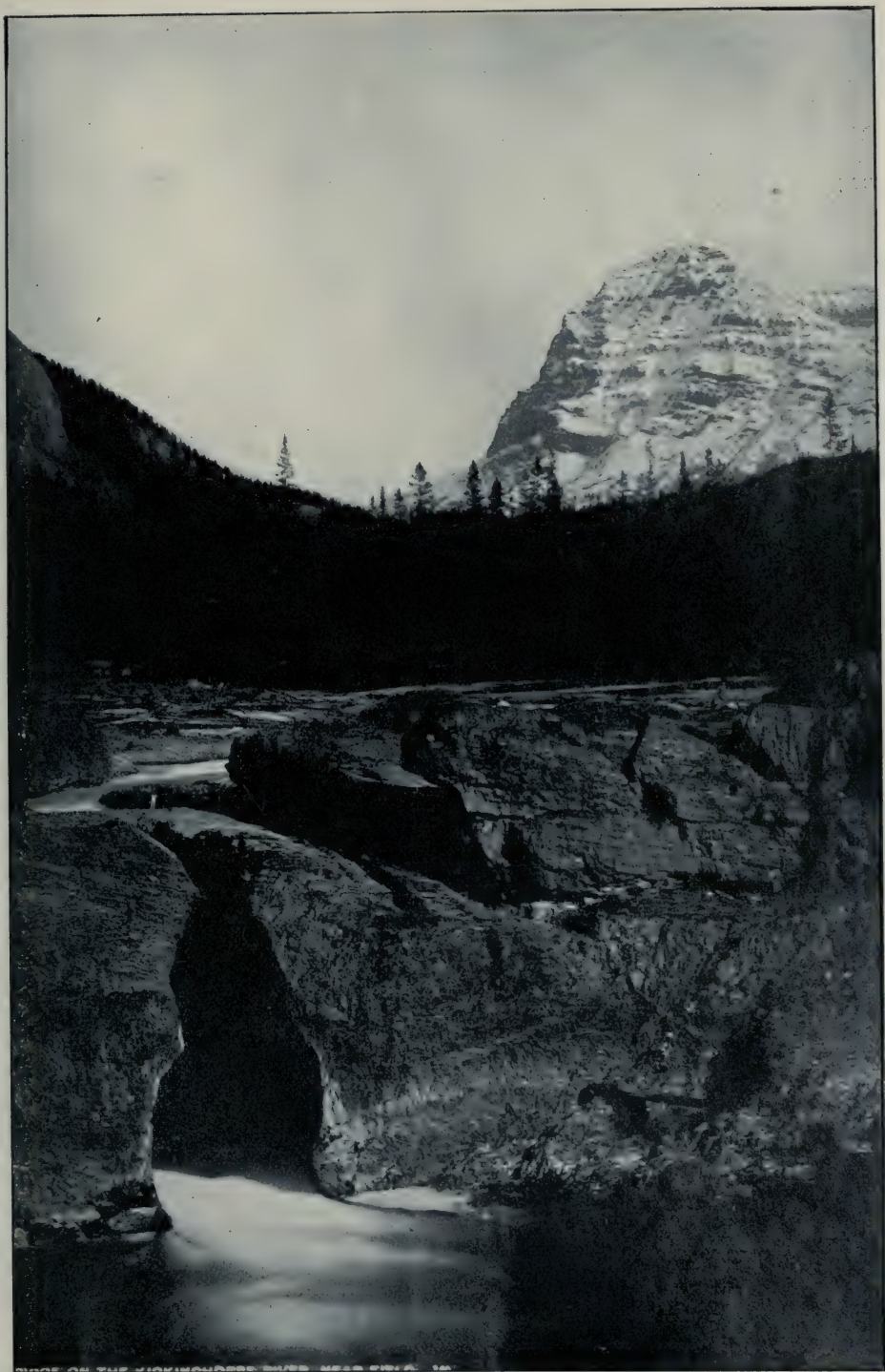




No. 8.—TWIN FALLS CANYON, YOHIO VALLEY.



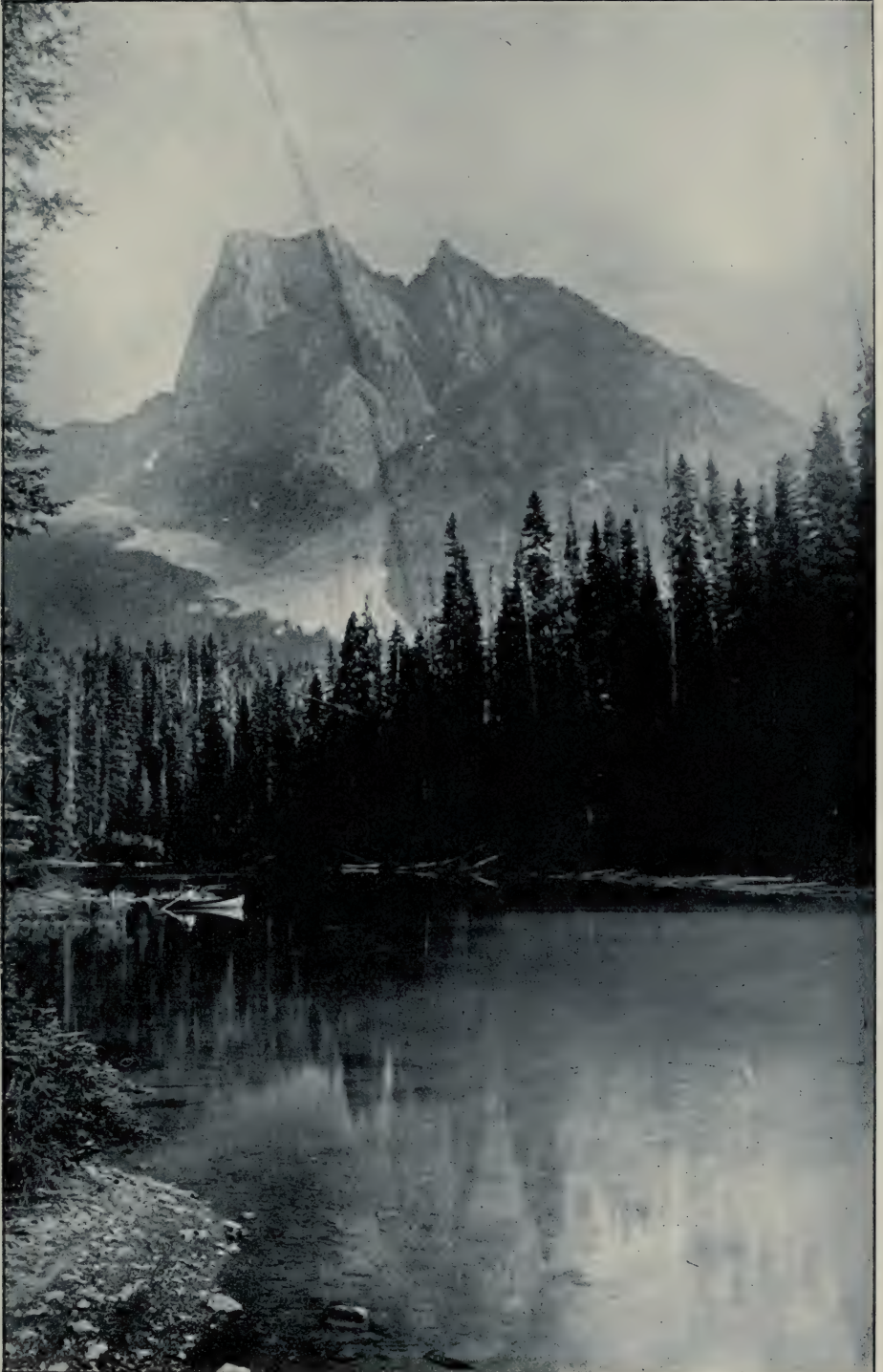




NO. 9.—NATURAL BRIDGE ON THE KICKINGHORSE RIVER, NEAR FIELD.  
25--v--6







No. 10.—BURGESS MOUNTAIN, EMERALD LAKE.







No. 11.—IN THE SULPHUR POOL BASIN, BANFF.

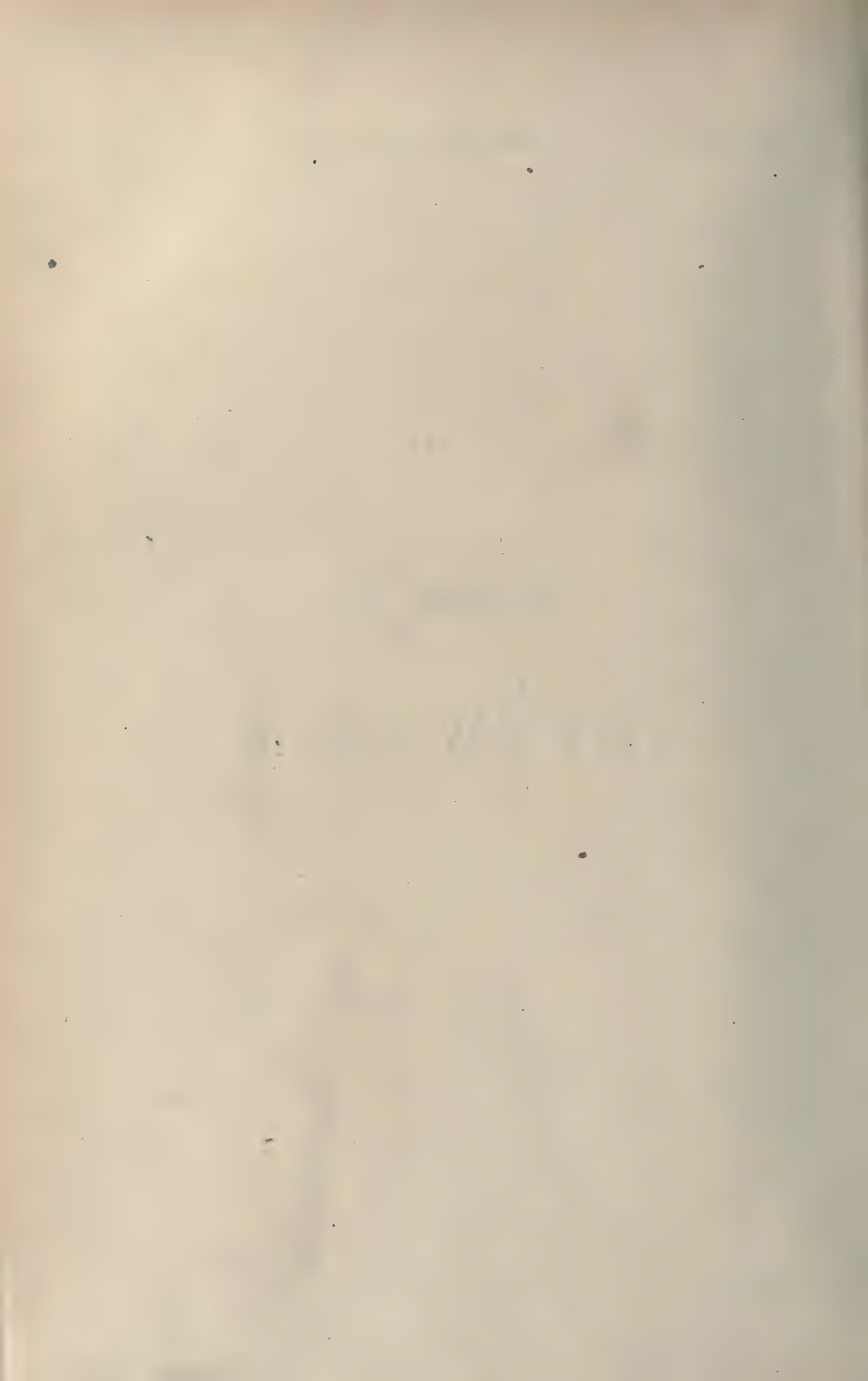








PART VI  
KEEWATIN





## REPORT OF HIS HONOUR THE LIEUTENANT GOVERNOR OF KEEWATIN.

GOVERNMENT HOUSE,

WINNIPEG, August 31, 1904.

The Hon. Clifford Sifton,  
Minister of the Interior,  
Ottawa.

SIR,—From the information available there is but little to communicate with regard to the life and general well-being of the people in Keewatin that has not been fully dealt with in my former reports.

Besides meeting missionaries of the different denominations, I had the pleasure of seeing on several occasions during the year Mr. Donald McTavish, the chief representative in the district for the Hudson's Bay Company.

The natives are understood to have passed a fairly prosperous year. There has been no very serious outbreak of sickness, and I do not know of privation to any extent having been experienced by any of the bands of Indians scattered throughout the country.

I gather that although an effort was made to communicate from the settlements in Hudson's Bay with the Dominion expedition wintering in the Arctic, this was found not practicable until the summer after communication had been established with the steamer *Erik*, chartered this year by the government.

It is very satisfactory to know of the general success of the expedition, and that no question has been raised regarding the authority of the Dominion government to levy duty on all goods imported into the Arctic Islands, the sovereignty to which had been won generations ago for 'Britain and the British seas' by the fathers of Arctic travel—Parry, the Rosses, Franklin, Rae and others, whose names will be associated for ever with those lands.

Shortly after my last report the peace of the district was disturbed by an event which is happily of rare occurrence. A white man named John McKay struck a young Indian named James Beecham, with whom he was employed on board one of the Fish Company's tugs, a blow on the head, from the effects of which the young Indian died three days later. One of the traders who followed the treaty payment to the Indians, had smuggled into the district a quantity of whisky; this whisky he kept concealed in his boat, but the Indians, becoming aware of the fact that whisky was there, broke into his boat and stole the whisky. McKay became intoxicated, together with a number of others, and the blow was struck during a drunken brawl that followed.

The trader who smuggled the whisky into the district was promptly arrested by order of the local magistrate and was heavily fined, and McKay, who struck the blow, was arrested on a charge of murder. He was given a preliminary hearing at Norway House before J. K. Macdonald, J.P., and formally committed for trial to the common jail at Winnipeg, in the province of Manitoba.

I at once caused the matter to be laid before the Department of Justice at Ottawa, and it was decided, as in the case of the King against Helen Frogg, mentioned in a previous report, to have the trial take place at Norway House within the district. Accordingly, on the 11th day of September, 1903, Chief Justice Dubuc, of the Court of King's Bench for Manitoba; Colin Inkster, sheriff in charge of the prisoner; T. G. Mathers, Crown Prosecutor; James Perkins, court stenographer, and Dr. McLeod, who had attended the young Indian and examined him subsequent to death, and R. A.

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Bonnar, counsel for the defendant, left the city of Winnipeg and proceeded from Selkirk on the steamer *Premier*, belonging to the Dominion Fish Company, to Warren's Landing, and from there were conveyed by tug to Norway House. Here a jury of the neighbourhood was summoned, and after a full and impartial trial, extending over six days, the jury brought in a verdict of acquittal, and the prisoner was released. It appears that McKay, the prisoner, had always borne an excellent character, and the jury, all of whom knew him personally, could not make up their minds to convict a man whom they believed to be innocent of any intentional wrong-doing. I may say that the Crown Prosecutor, after considering all the facts, had reduced the charge from murder to manslaughter, and only indicted the prisoner for the latter offence.

I am informed by the Chief Justice and the Crown Prosecutor that during the journey to and while at Norway House the party received the utmost courtesy and consideration at the hands of Captain Robinson and Mr. Tait, of the Dominion Fish Company, and Chief Factor McTavish and Mr. and Mrs. Sinclair, of the Hudson's Bay Company.

The time is rapidly approaching when some other machinery will have to be established for the administration of justice in this district. Trade is extending over the district and property is being accumulated. The probating of wills and the administration of the estates of intestates is a subject that seems not to be provided for, and I am informed that a number of instances have recently arisen where no machinery could be discovered by which the estate of a deceased person could be administered in the district.

Another question is the protection of game. At present game is slaughtered all the year round. This and a number of other matters will have, in the near future, to receive the attention of the government.

Without specially recommending any course, I submit this suggestion for your consideration.

I beg to take this opportunity to thank the missionaries of the different denominations and the Commissioner and officers of the Hudson's Bay Company for the information they have so cordially afforded me regarding the general condition in the farther interior.

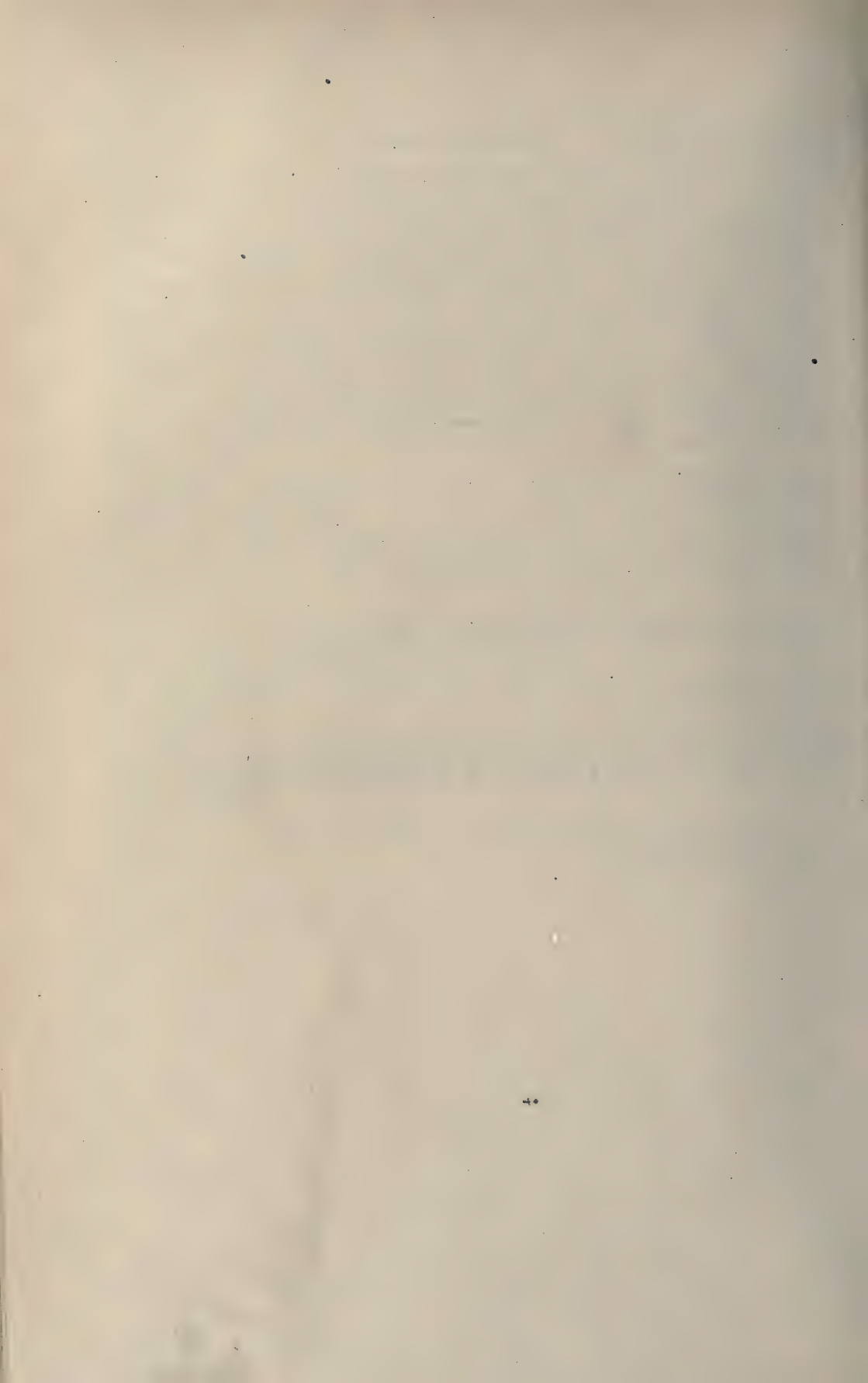
I have the honour to be, sir, your obedient servant,

D. H. McMILLAN,  
*Lieutenant Governor.*

PART VII

YUKON TERRITORY





# YUKON TERRITORY

## REPORT OF THE COMMISSIONER.

COMMISSIONER'S OFFICE,

DAWSON, Y.T., August 10, 1904.

To the Hon. CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the annual report of the Yukon Territory for the year ending June 30, 1904.

### GENERAL.

The condition of the Yukon at the present time appears satisfactory. While there can be no doubt that there is not now, and probably never again will be, the same opportunity for individuals with little or no capital to work properties and make fortunes therefrom as formerly was frequently done, it should be pointed out that there is a large improvement in the larger operations. Doubtless much small mining will still be done, but it will yearly become smaller in comparison with the operations of larger capitalists. Apart from this change, which must affect every line of business in the territory, it must not be overlooked that in 1897 and 1898, when Dawson probably had a population of not less than 30,000 people, no person was permitted to come into the city who had not at least \$750 in money or money's worth. It would be safe to place the average money possessed by every one who came into Dawson at not less than \$1,000. This would set free within a very small area the enormous sum of \$30,000,000. It was inevitable that with such an amount of money the town should boom as probably no town in the world ever boomed before. Now, however, business has settled down into its various normal channels and has assumed a permanent character which bids fair for future development of the resources of the district. It should be noted in this relation that during this present season Dawson has suffered from a boom given to the Tanana, in Alaska, and to its chief town, Fairbanks. Many substantial men have gone from the Yukon, and many more of those who have constituted our floating population have also departed. Dawson has also suffered from the fact that in 1902 it became incorporated and was obliged to submit to heavy taxation in order to defray civic expenses. Business men immediately began to open business places on the creeks, and each creek has become almost entirely independent of Dawson. Business houses upon the creeks have been able to compete at great advantage with similar establishments in Dawson, because the former were free from taxation and the latter heavily taxed. For this reason, business in the territory generally would appear to be better than in Dawson.

### MINING.

At the present time wages upon the creeks are \$5 a day and board, and there are not sufficient men available to supply the demand. As an offset to the falling off in mining in a small way, there is a great improvement in the larger operations. At

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Miller Creek the North American Transportation and Trading Company has expended nearly \$200,000 in constructing ditches, and will soon be prepared to carry on hydraulic mining on a very extensive scale.

Around the hills in the rear of Dawson, Messrs. Acklen and McKenzie are constructing a ditch to bring in water from Moosehide Creek, and ultimately from Twelve-Mile River, and will be prepared, probably in a few weeks and certainly early next season, to do a large amount of mining.

The two undertakings I have mentioned have found it extremely easy to ditch in this country, the soil being easily removed and yet of a character to retain water. The report of the Assistant Gold Commissioner, which accompanies this report, shows a very great activity in regard to water grants. Nearly every such grant means increase of possibility of cheap mining.

Another large venture, which has invested heavily and is doing what appears excellent work, is that of the Detroit Mining Company, at the mouth of Bear Creek. The company has already two steam shovels in operation. Heretofore everything from surface to bed-rock has been taken up by steam shovel, transported to a revolving riffled cylinder, through which it passes, and is in the course of passage washed, with the result of separating the gold from the gravel. The consequence of this mode has been that an immense amount of waste material was unnecessarily freighted and imposed a useless burden upon the cylinder, matting and gold-gathering riffles. The company has now put in operation one steam shovel solely for the purpose of removing the muck and other waste material above the gravel, leaving only the gravel to be removed by the other steam shovel, and then transported to the cylinder and passed through it. The company is also putting in a tramway, and has on the ground engines and freight cars for carrying the gravel to the Klondike, where abundant water is at hand to treat the gravel. When the company's plant is completed, there will be, in addition to the present two steam shovels, a third, of larger capacity, and the tramway and abundant water to which the gravel will be carried, will permit of all three shovels being worked to their fullest capacity. This venture appears to be one of the most promising in the Yukon. A clean-up is had every day, and in this way the company is much better able at any moment to compare its disbursements and receipts than where, as usual, a clean-up is only made at long intervals.

The Pacific Coast Mining Plant on Cheechaco Hill began operations early in the season, and has already removed an enormous quantity of ground by the hydraulic method. The boilers, engines and other machinery of the company have occasioned an investment of more than \$300,000, the engine being of about 350 horse-power. With its pump the engine is able to throw upon the face of the hill, at an elevation of three or four hundred feet, a stream of water equal to about 250 miner's inches.

Mr. Alexander McDonald has installed a magnificent pumping plant at the foot of Dago Hill on Hunker Creek, and is operating on a very large scale.

A large number of schemes have been initiated, and are in course of being put into operation, for impounding some portion of the enormous quantity of waste water lost every spring. Every such scheme which has been submitted has been examined with the greatest care, and every facility possible afforded for its success, without in any way infringing upon the rights of miners.

In addition to these impounding schemes there are in course of construction a large number of ditches of from a few to many miles in length, which will make possible successful hydraulic mining in various portions of the territory.

It may be observed that the gold output for last year decreased by the sum of \$1,329,825.07 from that of the preceding year, the output of gold for the year ending June 30, 1903, upon which royalty was paid being \$12,110,723.09, and the corresponding output for the year ending June 30, 1904, being \$10,780,898.02. The decrease was due to various causes, chief of which was the fact that the summer of 1903 was extremely dry. For a long period of time there was not upon many of the creeks even a sluice-head of water to be obtained, and all mining was at a standstill. In addition,



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the litigation connected with the Gold Run Mining Company caused the shutting down of that company's plant upon Gold Run Creek.

Further, several properties which were being worked by individuals were consolidated in order to be worked by larger plants under a single management, and produced nothing during the transition period between the old working and working under the larger method. The present season has been very wet, and as far as can be gathered, the output for the year 1904-5 will equal that of last year. It may surpass it, if a number of ditches which are being constructed and plants which are being installed are ready for work early next spring.

Marvellous results have been obtained from re-working of old grounds on Eldorado. On that phenomenal creek the early miners found such extraordinarily rich pay-streaks that they in their mines deliberately passed over ground which is now yielding wealth to new workers.

The report of Mr. A. J. Beaudette, Government Mining Engineer, which accompanies this report, with the report of the Assistant Gold Commissioner already referred to, give more minute information with regard to mining in the Yukon. The report of the Gold Commissioner shows the condition of mining litigation.

## LAND AND TIMBER.

It will be noticed from the report of the Crown Timber and Land Agent, which I forward herewith, that considerable activity has been exhibited in regard to coal. A recent discovery at Tantalus of a fine vein of coal on the bank of the Yukon, has created hopes that coal may soon be mined and delivered at Dawson at a very moderate figure. Cheap fuel would mean abundant power, and that is all that is necessary in order to make successful cheap mining. A scheme is now on foot to mine coal at Tantalus on a large scale, and it is thought that this can be done and the coal placed on barges at the mouth of the mine at a cost of \$1. per ton. If this is so, it will be possible to deliver coal at Dawson for \$4 a ton, and the difficulty of want of wood will be overcome.

## FINANCE.

The report of the Comptroller and the accounts of the revenue and expenditure for the last fiscal year are sent herewith for your information. The accounts show that the expectation of a surplus, expressed in the report of last year, has been fulfilled, and that there is a surplus to the credit of the local revenues of \$40,230.18 for the year ending June 30 last. The estimated revenue for the present year will enable all present roads to be maintained, and a number of new ones of pressing necessity to be constructed without any danger of a deficit at the end of the current year.

## POLICE.

It will be a pleasure to note that the criminal statistics of the Yukon for the last year show much less crime than in any former year. This is largely due to the police, who, during the year, have performed their duties in their usual thorough and careful manner. Criminals have become so familiar with the efficiency of the police force as to be timid of attempting their operations in the Yukon.

## TRADE.

It is not necessary to add anything to my introductory remarks on this subject except to say that the rush to the Tanana has enabled some of our large business houses to get rid of an immense amount of old stock, which would have taken many years to have disposed of in the Yukon. The companies and the banks report collections excel-

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lent, and I think that there are fewer unpaid bills in the Yukon than at any former time in its history.

## SCHOOLS.

I cannot close without reference to the work of the schools which have been established in the territory. Particulars of their operations will be found in the report of the Superintendent of Schools, which accompanies this report. I would add to that report that I do not believe that in any part of the continent better common schools can be found than those existing to-day in Dawson. Teachers of the best character and standing have been secured, and their work has produced a wonderful result upon the youth of Dawson. The establishment of good schools was necessary in order to secure a stable population for the territory. As a result of their establishment many families are established here and will continue. The pupils in these schools are certainly remarkably bright. They are cosmopolitan in character, and the mingling of pupils from all parts of the world has probably produced as advanced a body of children as can be found in the world. The territory has, of course, expended a large sum in educating the children of foreign parents, but I do not think that this is a matter of any regret. If it could be more generally pursued and a certain percentage of the children of every nation educated in the schools of each other nation, I believe the result would be a much better understanding between nations.

## OTHER REPORTS.

I beg also to hand you the following reports, as to which I deem it unnecessary to make any further remarks :—

Of the Director of Surveys, a federal officer, and of the following officers in respect to territorial matters :

1. Of the Comptroller.
2. Of the Territorial Secretary.
3. Of the Government Mining Engineer.
4. Of the Territorial Health Officer.
5. Of the Inspectors of Boilers.
6. Of the Superintendent of Public Works.
7. Of the Chief License Inspector.
8. Of the Superintendent of Schools.
9. Of the Territorial Engineer.

I may add that with very few exceptions, all the officials in the service of either the federal or local government in the Yukon Territory, have discharged their duties, as far as I can ascertain, in an efficient, upright and satisfactory manner.

I have the honour to be, sir, your obedient servant,

FRED. T. CONGDON.

*Commissioner.*

## REPORT OF THE GOLD COMMISSIONER.

DAWSON, Y.T., August 8, 1904.

The Honourable FRED. T. CONGDON,  
Commissioner, Dawson, Y.T.

SIR,—I beg to hand you herewith my report for the year ending June 30, 1904.

During the year past 84 protests have been filed in the Gold Commissioner's court. This is a slight reduction from the previous year, when 99 protests were entered.



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On the old creeks, that is, Bonanza, Eldorado, Hunker, Sulphur, Dominion and Gold Run the litigation has been fairly well settled. Most of the cases now being heard are with relation to conflicts of claims on the newer creeks.

Three protests were heard at Duncan and one at White Horse.

The chief difficulty that litigants have to contend with is in relation to water disputes. Owing to the claims being so close together on the gold-bearing ground, the difficulty is that they all require water, and for the greater portion of the summer season there is not sufficient water for all miners to carry on their operations at the same time. As time goes on probably the disputes will extend more to the outlying districts, such as White Horse, Duncan Creek, Livingstone Creek and Fortymile in the Forty-mile district. This will necessitate going to these different points at different times during the year to hear any disputes that may be on in order to save litigants the expense of travelling to Dawson.

I have the honour to be, sir, your obedient servant,

E. C. SENKLER,

*Gold Commissioner.*

## REPORT OF THE ASSISTANT GOLD COMMISSIONER.

DAWSON, Y.T., August 9, 1904.

The Hon. FRED. T. CONGDON,  
Commissioner of the Yukon Territory,  
Dawson, Y.T.

SIR,—I beg to inclose herewith the annual financial report for this office for the fiscal year ending June 30 last, embodying therein returns from the outside mining recorders' offices and from the mining inspectors' offices in the Yukon Territory for the period commencing June 1, 1903, and ending May 31, 1904, with the exception, however, of the returns from the Sixty-mile mining district for the months of April and May last which were received too late last July to be embodied in the financial statement in question.

The total receipts shown by the inclosed statement amount to the sum of \$216,833.52; the total receipts for the previous corresponding period, with the exception, however, of the two months of April and May last for the Sixty-mile mining district, as hereinabove stated, amounted to the sum of \$289,525.14, showing a decrease of \$72,691.62.

This decrease does not mean a corresponding decrease of business, but is due almost entirely to the reduction of fees (which took effect on May 7, 1903), for placer mining fees called for by the placer mining regulations, and also to the reduction of fees for free miner's certificates, which reductions were from \$15 to \$10 for placer mining, and from \$10 to \$7.50 for free miner's certificates.

The decrease of revenue would have been much larger had it not been for the new diggings in the Alsek, Kluane and Kaskwulsh divisions of the White Horse mining district, now forming the Kluane mining district, where 23,658 mining claims were granted during the period hereinabove mentioned, ending May 31 last; and also for the Duncan Creek mining district and for the Clear Creek mining district, where a large number of placer mining claims were granted during the corresponding period.

During the fiscal year ending June 30 last the Dalton Trail mining district was abolished and the Territory comprised within its limits was added to the White Horse mining district by proclamation of yourself, dated November 9 last. The two mining



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inspectors, Messrs. Percy Reid and Lockie T. Burwash, who were sent out to these diggings last March with instructions to make a thorough investigation of the conditions which obtained in connection with mining, and who returned to White Horse at the end of June last, and who have been in Dawson for some time, are of the opinion that although these diggings have not as yet been thoroughly proven, the country is one of large possibilities, and that there is a tract of country 100 miles by 150 which is intersected by innumerable creeks of all sizes, on many of which streams gold has been found in varying quantities, of which many may prove of value when properly prospected.

The Duncan mining district has not yet produced much gold, although the claim-owners on Duncan Creek proper are satisfied that there is gold in large quantities in the said creek, but the difficulties which they have met with by reason of water have retarded the development of mining in that locality. During the summer of 1903 a large number of claims were staked on other tributaries of Mayo River, and also on some tributaries of Mayo Lake which have since given good promises, namely, Highet Creek and Ledge Creek.

The Clear Creek mining district has given since last year better promises than in the past of it becoming a good producer.

The old diggings on Glacier and Miller Creeks have given to the claim-owners satisfactory results for their operations since last year.

The Stewart River mining district has given poor results to the claim-owners during the period ending May 31 last; there being very few claims kept in good standing during the said period and the production of gold having been very limited.

As regards the Pelly mining district, there was a stampede to the upper Pelly River last summer which, however, resulted in disappointment for the parties who took part in it. Thirty-three claims were staked and recorded at that time, but it is doubtful if any of them will be renewed.

As regards the Hootalinqua mining district, no new ground has been located during the period hereinabove referred to, but there has been some re-location done, and there are about the same number of claims kept in good standing as during the previous corresponding period.

The Fortymile mining district has not brought any change to the conditions as they obtained during the previous corresponding period, there being very little placer mining done in that district and no quartz mining at all.

As regards the Dawson district which, as you are aware, comprises the tributaries of the Klondike and Indian Rivers, very little new ground has been located during the last fiscal year. There has been, however, a good deal of re-location going on, and there has been about the same number of renewals as for the previous corresponding period.

There has been a very large increase of water grants issued during the last fiscal year, which means a considerable amount of work for the mining recorder in charge of that branch and myself.

There has been a decrease of \$2,742.50 in the amount of fees collected for recording documents in the placer mining branch of this office.

There has been a decrease of \$9,650 for money paid in lieu of assessment work for placer mining claims, but this is accounted for by the fact that the regulations allowing the payment of \$200 in lieu of work were rescinded from August 1, 1903.

Regarding the quartz branch of this office, the financial statement shows a decrease of \$3,860 in the receipts for quartz records or certificates; a decrease of \$930.55 in the receipts from recording registered documents; a decrease of \$102.50 in the receipts from certificates of partnership; a decrease of \$835 in the receipts from certificates of work; a decrease of \$5,600 in the receipts from payments in lieu of assessment work; a decrease of \$923.89 in the receipts from Crown grants, and an increase of \$311.07 in the receipts from acreage of land covered by mineral claims.

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Regarding hydraulic leases, I beg to report that seven leases were cancelled during the last fiscal year, viz.:

Lease No. 4 for the E. Griffith location on the ancient bed of the Stewart River, cancelled on March 1 last;

Lease No. 6 for the Dome Yukon Gold Mining Company on Australia Creek, cancelled on March 15 last;

Lease No. 7 for the Peter R. Ritchie et al. location on the Indian River, cancelled on April 1 last;

Lease No. 17 for the British-Canadian Gold Fields, Limited, location on Cassiar Creek, cancelled on May 20 last;

Lease No. 23 for the E. W. Mutch location on Indian River, cancelled on February 15 last;

Lease No. 25 for the O. S. Lanning location on Indian River, cancelled on February 16 last.

Lease No. 39 for the Taylor, Gordon and O'Connell location in the ancient bed of the Stewart River, cancelled on April 25 last.

Not a single hydraulic mining lease has been issued during the last fiscal year.

Accompanying the financial statement is a statement showing the number of instruments issued during the period covered by said financial statement, and showing also approximately the number of instruments issued during the previous corresponding period; which statement gives a better idea of the business transacted at this office and at the several mining inspectors' and mining recorders' offices during the said two respective periods.

I have the honour to be, sir, your obedient servant,

F. X. GOSSELIN,  
*Assistant Gold Commissioner.*

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## FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1903, to June 30, 1904.

Folio.		Amount.	Totals.
	DAWSON.	\$ cts.	\$ cts.
8	To Free miners' certificates .....		27,496 50
	PLACER, DAWSON.		
21	To Grants .....	2,030 00	
46	Renewals .....	44,605 00	
64	Re-locations .....	13,650 00	
82	Registered documents .....	12,325 50	
100	Certificate of work .....	9,246 00	
111	Lieu of assessment .....	4,550 00	
113	Abstracts .....	294 00	
111	Water grants .....	872 50	
112	Amended application .....	15 00	
123	Advance deposit .....	2,024 23	89,612 23
	QUARTZ, DAWSON.		
127	To Grants .....	990 00	
138	Certificate of work .....	1,440 00	
145	Certificate of partnership .....	87 50	
150	Registered documents .....	494 80	
159	Lieu of assessment .....	1,200 00	
165	Crown grant .....	240 41	
168	Abstracts .....	7 50	4,460 21
	QUARTZ, CROWN GRANT.		
167	To Acreage .....		311 07
	HYDRAULICS.		
169	To Registered documents and rental .....		8,244 95
	The following documents were issued between June 1, 1903, and May 31, 1904. April and May, Sixtymile excepted.		
	DOMINION.		
203	To Free miners' certificates .....	3,994 00	
204	Inspection of work performed .....	5 00	3,999 00
	HUNKER.		
205	To Free miners' certificates .....	2,867 50	
206	Inspection of work performed .....	12 50	2,880 00
	SULPHUR.		
207	To Free miners' certificates .....		1,896 00
	GRAND FORKS.		
209	To Free miners' certificates .....	6,712 50	
210	Inspection of work performed .....	15 00	
211	Royalty Eldorado gusher .....	139 75	6,867 25
	GOLD RUN.		
213	To Free miners' certificates .....		2,750 50



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FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1903, to June 30, 1904.—*Continued.*

Folio.		Amount.	Totals.
		\$ cts.	\$ cts.
	SELKIRK.		
215	To Free miners' certificates.....	300 00	
216	Quartz, grants.....	10 00	
217	Placer ".....	330 00	
218	" registered documents.....	4 00	
219	Quartz ".....	2 50	
			646 50
	STEWART RIVER.		
225	To free miners' certificates.....	627 50	
226	Placer grants.....	20 00	
227	Renewals.....	1,150 00	
228	Re-locations.....	290 00	
229	Quartz, grants.....	15 00	
230	" certificate of work.....	27 50	
231	To Placer certificate of work.....	250 00	
232	" registered document.....	124 00	
233	Quartz ".....	17 50	
234	" certificate of partership.....	2 50	
			2,524 00
	WHITEHORSE.		
235	To Free miners' certificates.....	8,917 50	
236	Quartz certificate of work.....	297 50	
237	" " partnership.....	27 50	
238	" crown grant.....	147 06	
238	" lieu assessment.....	100 00	
240	" registered documents.....	85 00	
240	" grants.....	245 00	
241	Placer ".....	23,650 00	
242	" certificates of work.....	24 00	
243	" renewals.....	10 00	
244	" registered documents.....	1,674 50	
			35,178 06
	HOOTALINQUA.		
245	To Free miners' certificates.....	477 50	
246	Re-locations.....	280 00	
247	Renewals.....	1,140 00	
248	Quartz grants.....	60 00	
249	Placer certificate of work.....	170 00	
250	" registered documents.....	214 00	
251	Quartz certificate of work.....	7 50	
252	" registered documents.....	15 00	
253	Water grant.....	2 50	
			2,366 50
	FORTYMILE.		
255	To Free miners' certificates.....	215 00	
256	Re-locations.....	140 00	
257	Renewals.....	250 00	
258	Placer certificates of work.....	44 00	
259	" grants.....	60 00	
260	" registered documents.....	35 50	
261	Quartz certificate partnership.....	2 50	
262	" " work.....	5 00	
			752 00

## DEPARTMENT OF THE INTERIOR

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FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1903, to June 30, 1904—*Concluded.*

Folio.		Amount.	Totals.
		\$ cts.	\$ cts.
	DUNCAN.		
265	To Free miners' certificates.....	1,927 00	
266	Placer grants.....	6,895 00	
267	Renewals.....	3,970 00	
268	Placer Certificate of work.....	1,070 00	
269	" registered documents.....	942 00	
270	Re-locations.....	555 00	
271	Quartz grants.....	30 00	
272	" registered documents.....	8 50	
273	" certificate of partnership.....	2 50	
274	Water grant.....	2 50	
			15,402 50
	CLEAR CREEK.		
275	To Free miners' certificates.....	805 00	
276	Renewals.....	3,755 00	
277	Placer certificate of work.....	280 00	
278	" registered documents.....	225 50	
279	Re-locations.....	2,165 00	
280	Placer grants.....	940 00	
281	Quartz ".....	5 00	
282	" certificate of work.....	2 50	
283	Water grant.....	2 50	
			8,120 50
	DALTON TRAIL.		
297	To Free miners' certificates.....		150 00
	SIXTYMILE.		
285	To Free miners' certificates.....	805 00	
286	Re-locations.....	4 0 00	
287	Renewals.....	795 00	
288	Certificate of work, placer.....	148 00	
289	Registered document ".....	172 75	
290	Quartz grants.....	5 00	
291	Placer ".....	690 00	
292	Water ".....	100 00	
			3,115 75
	CREDITS.		216,833 52
182	By Receiver General.....	214,012 44	
193	Balance.....	2,362 08	
299	G. C. Suspense account.....	459 00	
			216,833 52

T. M. McKAY,  
Accountant.

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INSTRUMENTS ISSUED DURING THE FISCAL YEAR ENDING JUNE 30, 1904.

	Free Miners' Certificates.	Placer Grants.	Renewals.	Re-locations.	Placer—Registered Documents.	Placer—Certificates of work.	Placer—Lien of Assessment.	Abstracts.	Amended Applications.	Water Grants.	Quartz—Grants.	Quartz—Certificates of work.	Quartz—Certificates of Partnership.	Quartz—Registered Documents.	Quartz—Crown Grants.	Quartz—Lien of Assessment.	Quartz Acreage.	Quartz Abstracts.	Hydraulics.	Inspection of work performed.	Gusher Royalty.
Dawson.....	3,011	194	4,418	1,356	3,608	5,113	24	49	3	122	200	583	32	102	16	12	20	3	18	1	
Dominion.....	507																			3	
Hunker.....	354																				
Suphur.....	244																				
Grand Forks.....	771																				
Gold Run.....	352																				
Selkirk.....	40	30			2						2			1							
Stewart.....	82	2	110	29	60	95					8	2	1	3							
Whitehorse.....	1,173	2,369	1		573	10					43	81	11	30	8	1					
Hootalinqua.....	44		77	28	47																
Fortymile.....	29	7	17	14	17	15						2	1								
Duncan.....	244	660	376	54	335	513				1	6		1	1							
Clear.....	100	94	126	237	90	127				1	1	1									
Dalton Trail.....	25																				
Sixtymile.....	102	70	71	39	71	74				2	1										
Totals, June, 1904.....	7,078	3,429	5,196	1,757	4,803	5,947	24	49	3	126	261	669	46	137	24	13	20	3	18	6	7
Approximate totals, June, 1903.....	7,711	1,893	5,214	2,069	5,814	5,666	71	84	12	139	1,035	932	90	680	21	21			27	34	

T. M. MCKAY,  
Accountant.



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## RECAPITU

## FINANCIAL STATEMENTS, Gold Commissioner's

	Free Miners' Certificates.	Placer Grants.	Renewals.	Re-locations.	Placer— Registered Documents.	Placer— Certificate of work.	Placer—Lien of Assessments.	Abstracts.	Water grants.	Amended applications.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$
Dawson.....	27,496 50	2,030 00	44,605 00	13,650 00	12,325 50	9,246 00	4,550	294 00	872 50	15
Dominion....	3,994 00									
Hunker.....	2,867 50									
Sulphur.....	1,896 00									
Grand Forks.	6,712 50									
Gold Run....	2,750 50									
Selkirk.....	300 00	330 00			4 00					
Stewart.....	627 50	20 00	1,150 00	290 00	124 00	250 00				
Whitehorse..	8,917 50	23,650 00	10 00		1,674 50	24 00				
Hootalinqua.	477 50		1,140 00	280 00	214 00	170 00			2 50	
Fortymile...	215 00	60 00	250 00	140 00	35 50	44 00				
Duncan.....	1,927 00	6,895 00	3,970 00	555 00	942 00	1,070 00			2 50	
Clear.....	805 00	940 00	3,755 00	2,165 00	225 50	230 00			2 50	
Dalton Trail..	150 00									
Sixtymile....	805 00	690 00	795 00	400 00	172 75	148 00			100 00	
	59,941 50	34,615 00	55,675 00	17,480 00	15,717 75	11,232 00	4,550	294 00	980 00	15

SESSIONAL PAPER No. 25

LATION.

Office, July 1st, 1903, to June 30, 1904.

Quartz grants.	Quartz— Certificate of work.	Quartz— Certificate of partnership.	Quartz— Registered documents.	Quartz— Crown grant.	Quartz—Lieu of Assessment.	Quartz— Acreage.	Quartz— Abstract.	Hydraulics.	Inspection of work Performed.	Gusher royalty.	Advance Deposit.	Total.
\$ cts.	\$ cts.	\$ c.	\$ c.	\$ c.	\$ cts.	\$ c.	\$ c.	\$ cts.	\$ c.	\$ c.	\$ cts.	
990 00	1,440 00	87 50	494 80	240 41	1,200 00	311 07	7 50	8,244 95	5 00		2,024 23	
									12 50			
									15 00	139 75		
10 00			2 50									
15 00	27 50	2 50	17 50									
245 00	297 50	27 50	85 00	147 06	100 00							
60 00	7 50		15 00									
	5 00	2 50										
30 00		2 50	8 50									
5 00	2 50											
5 00												
1,360 00	1,780 00	122 50	623 30	387 47	1,300 00	311 07	7 50	8,244 95	32 50	139 75	2,024 23	216,833 52

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## COMPARATIVE Statement, Returns Gold Commissioner's Office.

	Year ending June 30, 1903.	Year ending June 30, 1904.	1904. — Increase.	1904. — Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Free miners' certificates.....	80,134 50	59,941 50		20,193 00
Placer grants.....	27,550 00	34,615 00	7,065 00	
Renewals.....	78,135 00	55,675 00		22,460 00
Re-locations.....	28,765 00	17,480 00		11,285 00
Registered documents—placer.....	18,460 25	15,717 75		2,742 50
Certificate of work—placer.....	11,332 00	11,232 00		100 00
Lieu of assessment—placer.....	14,200 00	4,550 00		9,650 00
Abstracts.....	633 00	294 00		339 00
Water grants.....	632 50	980 00	347 50	
Amended applications.....	60 00	15 00		45 00
Court fees.....	37 50			37 50
Quartz grants.....	5,220 00	1,360 00		3,860 00
Quartz—registered documents.....	1,553 85	623 30		930 55
" certificate of partnership.....	225 00	122 50		102 50
" " work.....	2,615 00	1,780 00		835 00
" lieu of assessment.....	6,900 00	1,300 00		5,600 00
" crown grants.....	1,311 36	387 47		923 89
" " acreage.....		311 07	311 07	
Hydraulics.....	9,114 46	8,244 95		869 51
Inspection of work.....	217 00	32 50		184 50
Advance deposits.....	2,362 08	2,024 23		337 85
Quartz abstract.....		7 50	7 50	
Gusher royalty.....		139 75	139 75	
Gold royalty.....	1 14			1 14
No. 1 Mint gulch.....	65 50			65 50
	289,525 14	216,833 52	7,870 82	80,562 44



## SESSIONAL PAPER No. 25

## COMPARATIVE Statement, Returns Gold Commissioner's Office.

	Year ending June 30, 1902.	Year ending June 30, 1903.	1903. — Increase.	1903. — Decrease.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Free miners' certificates.....	141,161 50	80,134 50	.....	34,027 00
Placer grants.....	65,310 00	27,550 00	.....	37,760 00
Renewals.....	75,720 00	78,135 00	2,415 00	.....
Re-locations.....	39,885 00	28,765 00	.....	11,120 00
Registered documents—placer.....	22,076 50	18,460 25	.....	3,616 25
Certificate of work—placer.....	10,476 00	11,332 00	856 00	.....
Lieu of assessment—placer.....	18,250 00	14,200 00	.....	4,050 00
Abstracts.....	1,419 00	633 00	.....	786 00
Water grants.....	387 50	632 50	245 00	.....
Amended applications.....	90 00	60 00	.....	30 00
Court fees.....	3,075 00	37 50	.....	3,037 50
Quartz grants.....	5,890 00	5,250 00	.....	670 00
Quartz—registered documents.....	1,561 75	1,553 85	.....	7 90
" certificate of partnership.....	157 50	225 00	67 50	.....
" certificate of work.....	2,072 50	2,615 00	542 50	.....
" lieu of assessment.....	3,100 00	6,900 00	3,800 00	.....
" crown grants.....	244 43	1,311 36	.....	1,066 93
Hydraulics.....	4,611 73	9,114 46	4,502 73	.....
Inspection of work.....	240 00	217 00	.....	23 00
Advance deposit.....	6,573 75	2,362 08	.....	4,211 67
Government auction sale.....	9 00	.....	.....	9 00
" Reserve tract.....	95 25	.....	.....	95 25
Royalty.....	242,186 24	1 14	.....	242,185 10
Forfeited fees.....	6,811 50	.....	.....	6,811 50
Leonard claim.....	102 87	.....	.....	102 87
No. 1 Mint gulch.....	.....	65 50	65 50	.....
Totals.....	624,507 02	289,525 14	14,561 16	349,543 04

## REPORT OF THE GOVERNMENT MINING ENGINEER.

DAWSON, August 8, 1904.

Hon. F. T. CONGDON,  
Commissioner of the Yukon Territory,  
Dawson, Y.T.

SIR,—I have the honour to submit to you the following report in connection with the work under my charge for the fiscal year ending June 30 last.

## HYDRAULIC LEASES.

The term 'hydraulic' is used when water under pressure is discharged through a nozzle against a natural bank.

On account of the lack of water and the expense connected with its transmission to high levels, only a few leases have been operated on a large scale.

Bonanza Creek.—The existing leaseholds on this creek are: the Matson *et al.*, the J. J. Doyle *et al.*, and the Bronson & Ray.

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The Matson *et al.* and the Doyle *et al.* being owned by the same people, it was proposed to work both leaseholds by a common water system, although the representation work must be done on each leasehold separately.

The water system was installed during the fall of 1903 at a cost of over \$19,000. The length of the water conduits, such as flumes and ditches, is in the neighbourhood of four miles, with a capacity of 800 miner's inches, the point of diversion being on Stampede Gulch and Adams Creek.

This location is so situated that the dumping-ground facilities are very poor, so that claims situated on the rim had to be bought to get an out-let to the creek.

These claims were bought, not only for dumping privileges, but also for the water-rights appurtenant to them.

This concession has been working all summer with two giants and a force of 16 men per shift.

Miller Creek.—This leasehold is owned by the North American Transportation and Trading Company.

This company has done more towards developing alluvial deposits than any other company in the Yukon Territory. It was proposed to instal a water system of 2,000 miner's inches of a capacity to work the Miller Creek bed gravels. In the fall of 1903, 22 miles of ditch were cleared and surveyed, but on account of the shortness of the season, only 7½ miles of ditch were completed. The point of diversion is on Bed Rock Creek, the water is brought to a point on the left limit of Miller Creek and affords a pressure of 450 feet.

As there is too little grade in the creek for the disposal of the tailings, an elevator will be used for the purpose.

The cost up to date of this water system is, according to the manager's statements, \$181,700, and the force of men during the operating season is on an average 60.

Hunker Creek.—This location is known as the 'Williams;' it was operated by means of a pumping plant. This work was continued only for a short time, as the expense in connection with the fuel was too great. The company have now surveyed a ditch to convey water from the upper part of the creek to their location, a distance of 5 miles.

Tenmile Creek.—This location is situated on Tenmile Creek, a tributary of the Sixtymile River, about 10 miles above its mouth.

Prospecting has been going on for the last year and a-half, without any results until recently. The creek was thoroughly prospected at a cost of over \$30,000, with a force of 12 men. It is only lately that sufficient pay was found to warrant further investigation. They are now installing a water system of 4 miles long of 750 miner's inches capacity and a pressure of 150 feet.

Klondike River.—The location situated on this river is owned by J. W. Boyle. The operations are concentrated at the mouth of Bear Creek, where pay was found in claims owned by individual miners. These claims were worked for two years, apparently at a loss, and it is only within the last year that the operations were successful. This success was principally due to a change from the old primitive method to a more modern and extensive one.

At present they are operating with two steam shovels, each having a capacity of 800 cubic yards per day.

Mr. Boyle prospected the ground in the vicinity of this pay during the winter of 1903-1904, and came to the conclusion that the only way to make a success was to operate on a large scale, as at present with steam shovels, as there is not enough grade and water to pursue the hydraulic method.

According to Mr. Boyle's affidavits there was \$25,000 spent on the property in prospecting and development.



## SESSIONAL PAPER No. 25

## GROUPING OF CLAIMS.

An Order in Council was passed in 1902 to the effect that any number of claims can be grouped together for the purpose of representation provided they are suitable to be worked by the hydraulic method. As there are many claims situated in valleys and flats which cannot be operated that way, except at great expense, but can be worked by the dredge or the steam shovel, this Order in Council was amended to suit these conditions.

Most of the claims so far grouped have been already worked by the placer method and would not pay to be operated the same way, so they are grouped to be operated systematically on a larger scale.

Of the many claims already grouped in this way and operated on a large scale, the Anglo-Klondike group is a very good example. The water system installed by the company cost in the vicinity of \$90,000, and I consider it in perfect shape, the only drawback being the shortage of water in the dry season. Not more than 250 inches of water can be had on an average. I here give you a few data of the company's operations, by which you will see what the output could be if the same amount of water was furnished to all the hills on Bonanza Creek.

A trial run of 22 days with 260 miner's inches under 160 feet pressure gave the following results :—

Cubic yds. removed. . . . .	29,000
Average depth of bank. . . . .	20 ft.
Gross output. . . . .	\$35,978
Value per cb. yd. . . . .	\$1.24
Cost per cb. yd. (operating only). . . . .	\$0.20½
Duty of Miner's inch. . . . .	6.95 cb. yd

Another run was made with 140 inches of water under 135 feet pressure with the following results :—

Cubic yards removed. . . . .	22,000
Average depth of bank. . . . .	20 ft.
Gross output. . . . .	\$14,626 32
Value per cubic yard. . . . .	\$0'665
Cost per cubic yard (operating only). . . . .	\$0'145
Duty of miner's inch. . . . .	6'16 cb. yd.

A great deal more gravel was removed than here mentioned, these data being only in connection with special experiments made by the manager in charge.

As one placer claim of 250 feet long up and down the creek and the width of the creek is too small to warrant a large plant to be installed, many individual miners have taken advantage of this grouping system both with unworked and worked placer claims. The operating cost of each method employed changes in accordance with the existing conditions of the country in which the operations are carried on. The quality of the gravel controls the method to be employed, and as the best paying claims are being worked out, as far as the placer method is concerned, it appears that we are entering a transition period during which the output will surely decrease until a method is introduced that will overcome the existing conditions of the territory and work low grade gravels at a profit. That method will be based on one principle, and that is : 'The excavation of the greatest amount of gravel in the shortest space of time.' The placer method, although the most expensive of them all, requires less outlay at first, and rich deposits can be worked at once without much preparation, but I consider that it is impossible to work gravels averaging less than \$2 a cubic yard with men's wages at \$5 per day and board, and the output of a man's work to be taken to be five cubic yards in 10 hours.

Much research work has been done to solve the question as to what would be the best method to introduce here to work low grade gravels, but so far very little success



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has been obtained. Many have installed pumping plants to pump water from the creeks into reservoirs at high levels, but the expense in connection with the fuel is so great that this kind of operation has been disastrous to many. All the pumping plants in the territory but two have shut down.

It appears to me that the method which seems most feasible is the hydraulic method where grade and water can be had and the steam shovel and the dredge for the flats.

#### NEW MACHINERY INTRODUCED.

Of the many tons of machinery imported into the territory, the newest so far is a placer drill manufactured by the Keystone Driller Co. of Beaver Falls, Pa., made especially to prospect gravels.

These drills have been operated with great success in the vicinity of Oroville, California, in prospecting large tracts of land before buying them for dredging purposes.

This drill has a capacity up to 50 feet per day in accordance with the condition of the material encountered.

I know of one of them being operated here with success.

#### QUARTZ MILL AND ASSAY OFFICE.

As you are aware from the last year's report, the mill was in a very bad condition, and I thought it not advisable to mill any ore until such time as it was properly equipped with proper appliances to save the concentrates. On the 15th of December last I inspected the mill and found that it met with all the requirements of the contract, and I issued a certificate to that effect.

The mill is under the supervision of Mr. Beraud, who has given very good satisfaction.

During the year 34,675 lbs. of ore have been treated, at an actual cost of \$19 per ton.

#### THE ASSAY OFFICE.

The office is still in the same location as last year, and it appears it would be very difficult to separate it from the mill, as both must necessarily be worked jointly.

A large number of assays were brought into the office as a result of the establishment of free assays. All kinds of rock were sent in, of which not more than 75 per cent justified a test. On the 1st of November last instructions were issued to the assayer to charge a nominal sum of \$1.50 per assay.

The result of this method has been very successful in bringing to a standstill the influx of undesirable matter; however, a few persons attempted to bring in rock which was salted. All such samples were returned to their owners without being assayed.

During the year 319 assays were made and \$151 was collected since the 1st of November, the time from which the assayer was instructed to charge.

#### ORDINANCE FOR THE PROTECTION OF MINERS.

The work in the Territory has been concentrated very much during the last year. This fact, as well as the change in operation, has reduced the danger, and only one inspector is needed.

Only eight persons were killed, which is a very small percentage of the number of miners employed in the Territory.

I have the honour to be, sir,

Your obedient servant,

A. J. BEAUDETTE,

*Government Mining Engineer.*

SESSIONAL PAPER No. 25

## REPORT OF THE CROWN TIMBER AND LAND AGENT.

Dawson, August 2, 1904.

Hon. FRED. T. CONGDON,  
Commissioner, Y.T.

SIR,—I have the honour to submit my report for the year ending June 30, 1904. Attached hereto please find :

1. Statement of receipts on account of Crown timber, hay permits and royalty on coal.
2. Statement showing the revenue derived from the Dominion Lands Branch.
3. Statement showing timber permits issued.
4. Statement showing hay permits issued; and
5. Statement showing proportions in which this office and sub-agencies have contributed to the general revenue.

The revenue has decreased \$30,243.09. The Timber and Mines Branch shows a decrease of \$20,400.29, due to there being fewer timber berths taken up and to fewer operations being carried on in trespass, seizures being \$15,930.12 less than last year. The Chief Crown Timber Inspector, under date July 1 last, reports as follows:—‘I found no illegal operations on the river, the camps for supplying steamers with wood being in the business permanently and complying with the regulations.’

Dominion lands revenue decreased \$9,942.80, which is due to there being less land sold than during the preceding year and to the fact that land is sold at a lower figure than heretofore, the reduction being made to encourage agricultural industry.

One hundred and fifty-four applications were received for a total area of 8,807.59 acres of Dominion lands during the past year, and the following disposition has been made of the applications in question:—

Sold, 1,119.91 acres, covered by 35 applications.

R.N.W.M.P., 645.42 acres, covered by 24 applications.

Not entertained, 1,132 acres, covered by 9 applications.

Withdrawn, 10 acres, covered by 2 applications.

In abeyance, 4,249 acres, covered by 67 applications.

Indian reservation, 320 acres, covered by 1 application.

Cancelled, 1,331.26 acres, covered by 16 applications.

Aside from the above a few applicants who had filed applications during the year 1902-03, which applications were in abeyance, have paid the first portion of the purchase price in connection with such applications, while again other applications have been cancelled for non-compliance with the regulations.

Twenty applications were received for coal lands for a total area of 3,840 acres, and the following disposition has been made of the said applications:—

Sold, 240 acres, covered by 2 applications.

Cancelled, 1,760 acres, covered by 9 applications.

In abeyance, 1,200 acres, covered by 6 applications.

Not entertained, 320 acres, covered by 2 applications.

Withdrawn, 320 acres, covered by 1 application.

One application was received to lease coal lands, and the same was granted; royalty has been paid on 55 tons of coal sold from the grounds so leased. There was but a small quantity of coal in Dawson during the past winter, and the price asked was such that only a few tons were sold. The price of coal has been reduced to such figure that hereafter more coal will be used than there has been in the past. The Coal Creek Coal Company have constructed a railway from the mouth of Coal Creek up said creek, a distance of 12 miles, to their coal claim. They are now operating the same, and coal can be brought to Dawson and sold at a low figure, to wit, screened

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coal, \$12; screenings, \$10. The British-Yukon Navigation Company are experimenting in the burning of coal in their river steamers.

Thirty applications were received for 59 miles of timber land, and the following disposition has been made of the applications:—

8 applications for 14 miles, granted (timber).

5 applications for 5 miles, granted (wood).

9 applications for 14 miles, in abeyance.

3 applications for 3 miles, not entertained.

5 applications for 23 miles, withdrawn.

I have the honour to be, sir,

Your obedient servant,

H. M. MARTIN.

*Crown Timber and Land Agent.*



SESSIONAL PAPER No. 25

STATEMENT showing Revenue derived from Dominion Lands for Year ending June 30, 1904.

Month.	General Sales.	Rentals.	Registration Fees.	Patent Fees.	Survey Fees.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1903.							
July.....	1,151 95	283 75	14 00			1,449 70	
August.....	1,054 97	2,510 00	8 00		100 00	3,672 97	
September.....	1,473 13	1,135 31	10 00	10 00	100 00	2,733 44	
October.....	712 69	43 41	16 50		100 00	872 60	
November.....	683 33	1,022 10	7 00			1,712 43	
December.....	4,092 23	6 61	10 50			4,109 34	
1904.							
January.....	624 91		2 00			626 91	Dawson Agency .....
February.....	1,074 15		4 00			1,078 15	Whitehorse " .....
March.....	312 35	4 16	8 00			324 51	Selkirk .....
April.....	307 54	11,480 00	14 00			11,801 54	Fortymile.....
May.....	473 36	2 06	2 00			477 42	
June.....	406 19	3,022 55	4 00			3,432 74	
Totals.....	12,371 80	19,509 95	100 00	10 00	300 00	32,291 75	24,971 44 6,526 06 318 48 475 77 32,291 75

H. M. MARTIN,  
*Crown Timber and Land Agent.*

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## STATEMENT of Receipts on account of Crown Timber and Hay Lands for Year ending June 30, 1904.

Month.	Bonus.	Royalty.	*Timber Permits.	Seizures.	Inspectors' Fees.	Hay Permits.	Royalty on Coal.	Total.	Remarks.
1903.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
July.....	1,000 00	1,587 26	3,104 25	627 12	10 00	204 00		6,532 63	
August.....		696 73	1,334 25	294 59		55 00		2,380 57	
September.....	750 00	1,301 91	1,060 50	1,565 29	80 00	4 00		4,761 70	
October.....	250 00	1,762 99	1,130 00	219 09	20 00			3,382 08	
November.....	500 00	908 25	1,282 75	1,669 75	13 50			4,371 25	
December.....		2,139 92	1,239 00	276 12				3,655 04	
1904.									
January.....	1,500 00	656 64	873 75	2 50				3,032 89	Dawson Agency.... 33,403 00
February.....		143 23	693 00	144 36				982 59	Whitehorse " .... 2,957 50
March.....		232 26	526 50	728 33				1,487 09	Selkirk " .... 1,278 40
April.....	500 00	1,181 46	767 25	346 50	10 00	5 00	2 40	2,812 61	Stewart " .... 444 00
May.....	1,250 00	1,167 46	1,080 00	27 00	155 00	92 00		3,771 46	Fortynile " .... 1,878 00
June.....		1,641 57	850 72	223 10		72 50	3 10	2,790 99	
Total .....	5,750 00	13,418 68	13,941 97	6,123 75	288 50	432 50	5 50	39,960 90	

H. M. MARTIN,  
*Crown Timber and Land Agent.*

## SESSIONAL PAPER No. 25

## PERMITS issued for Timber for year ending June 30, 1904.

Agency.	No.	Cords.	Feet of House Logs.	Logs B.M.
Dawson.....	150	13,264	3,347	125,000
Whitehorse.....	32	4,905	5,750	
Selkirk.....	15	1,630		
Fortymile.....	19	2,303		95,000
Stewart.....	13	730		
Total.....	229	22,832	9,097	220,000

H. M. MARTIN,  
*Crown Timber and Land Agent.*

## PERMITS issued for Hay for year ending June 30, 1904.

Agency.	No.	Tons.
Dawson.....	49	308
Selkirk.....	7	34
Fortymile.....	2	6
Total.....	58	348

H. M. MARTIN,  
*Crown Timber and Land Agent.*



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## STATEMENT showing Revenue of Agencies and Sub-agencies for year ending June 30, 1904.

	\$	cts.
Dawson—		
Crown Timber.....	33,403	00
Dominion Lands.....	24,971	44
Total .....	58,374	44
Whitehorse—		
Crown Timber.....	2,957	50
Dominion Lands.....	6,526	06
Total .....	9,483	56
Selkirk—		
Crown Timber.....	1,278	40
Dominion Lands.....	318	48
Total .....	1,596	88
Stewart—		
Crown Timber.....	444	00
Dominion Lands.....		
Total .....	444	00
Fortymile—		
Crown Timber.....	1,878	00
Dominion Lands.....	475	77
Total .....	2,353	77
Grand total.....	72,252	65

H. M. MARTIN,  
Crown Timber and Land Agent.

## REPORT OF THE COMPTROLLER.

COMPTROLLER'S OFFICE, DAWSON, Y.T., August 8, 1904.

Honourable F. T. CONGDON,  
Commissioner of the Yukon Territory,  
Dawson, Y.T.

SIR,—I have the honour to submit my annual report for the year ending June 30, 1904.

The expenditure under the letter-of-credit account, Department of the Interior, including surveys, which was made through my office, for the year was \$277,789.06.

A copy of the annual report of the local revenues of the Yukon Territory is attached hereto : the revenue for the year was \$779,376.20; the expenditure, \$739,146.02, showing a surplus of \$40,220.18.

The public buildings in the Yukon Territory, with the exception of the post office and government house, are under the management of the Yukon Council, and the cost of maintenance is included in the expenditure of the local government.

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The disbursements under the vote of the Department of Public Works for maintenance of the post office and government house were \$34,999.83. The cheques were countersigned and accounts and statements examined by me as heretofore.

The royalty collected for the year was as follows :—

Dawson.....	\$267,721 75
Whitehorse.....	1,703 32
Fortymile .....	174 77
	<hr/>
	\$269,599 84

The sale of law stamps for the year was :—

Yukon Territorial Court.....	\$10,226 25
Mining Court.....	1,849 25
	<hr/>
	\$12,075 50

Returns were sent to the Department of Inland Revenue.

The expenditure for the Department of Indian Affairs was \$3,201.74; statements were forwarded with vouchers to the Superintendent General of Indian Affairs.

The expenditure on account of the Department of Public Works, river improvement vote, was \$8,548.48.

The expenditure on account of the Department of Justice for the year for salaries, witness and jury fees, &c., was \$31,630.20. Monthly statements with vouchers were forwarded to the department.

The returns from the Gold Commissioner's and Crown Timber and Land Agent's offices have been checked over and forwarded to the Department of the Interior, the drafts for the revenue received being mailed with a weekly statement.

Since June 9, 1904, a charge has been made for issuing free certificates to miners and others bringing American gold dust through this territory. The receipts from same to June 30 were \$27.

I have the honour to be, sir, your obedient servant,

J. T. LITHGOW,

*Comptroller.*

## REPORT OF THE DIRECTOR OF SURVEYS.

SURVEY OFFICE, DAWSON, Y.T., July 1, 1904.

HON. FRED. T. CONGDON,  
Commissioner, Yukon Territory,  
Dawson, Y.T.

SIR,—I have the honour to submit the annual report of the operations of this office for the fiscal year ending June 30, 1904, as follows:—

A lesser quantity of field work has been undertaken during the year than in the previous year, thus enabling the surveyors on the staff to complete full returns of several surveys which had been left over from previous years on account of the urgent necessity for their services in the field.

Considerable and valuable work was done last summer in the Duncan Creek district by Mr. A. J. McPherson, D.L.S., including the establishment of base lines on Christal, Keystone, Haggart and Dublin creeks and an exploratory traverse and triangulation connecting the McQuesten River with the head of Mayo Lake, thus

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supplying us with a general outline of that district upon which to base future surveys as required.

Mr. C. W. MacPherson, D.L.S., was engaged last summer on the survey of the road from Stewart Crossing to Yukon Crossing and other small surveys in the vicinity of that road. Road surveys such as this one are not only valuable as defining the limits of the road, but supply also an extremely useful link in connecting other surveys and can be made the basis of future surveys, thus filling to some extent the place of township outlines established in the North-west Territories.

Mr. James Gibbon, D.L.S., who had returned just prior to the commencement of the fiscal year from a survey on the Chandindu and Yukon rivers, was not engaged in any extensive field work last summer, remaining in the office and from there making several small surveys in the immediate vicinity. During the three months in the winter that I was absent from the Territory on leave, he acted as Director of Surveys.

In addition to the work undertaken by the surveyors on the staff, Mr. H. G. Dickson, D.L.S., completed under contract the survey of a reference traverse on the copper belt at Whitehorse and signals on the hills behind in connection with the same; also road surveys from Whitehorse to the copper claims.

The principal new field work undertaken by the department during the year includes 111 miles of road surveys, 98 miles of reference traverse and triangulation, and 24 miles of creek base line.

Plans of the following surveys have been filed in this office during the year and include the surveys made by the surveyors in private practice in the Territory: group lots, 65 (including 28 mineral claims, 5 coal properties and one right-of-way); placer claims, for advertisement under the regulations, 76; base lines, 15; roads, 10; subdivisions, 2; explorations, 2; reference traverse, 1.

In addition to the preparation and examination of returns of survey, the following office work has been performed:—

Compiled plans (placer 200 feet—1 inch) . . . . .	6
Compiled plans (general 1,000 feet—1 inch) . . . . .	4
Sketches made . . . . .	60
Negatives made . . . . .	3
Photographic prints . . . . .	60
Plans mounted . . . . .	20
Blue prints . . . . .	136

The photographic work referred to was done by Mr. A. d'Orsonnens, and consisted of copies of a plan prepared by the Territorial Engineer, and the success met with in this attempt indicates the valuable work that could be accomplished with a properly equipped photographic outfit and dark-room. Plans required in a reasonably large number and of a better character than blue prints could be produced here by photography in a very much shorter time and at a very little greater expense than by sending them out of the Territory to be lithographed.

I have the honour to be, sir, your obedient servant,

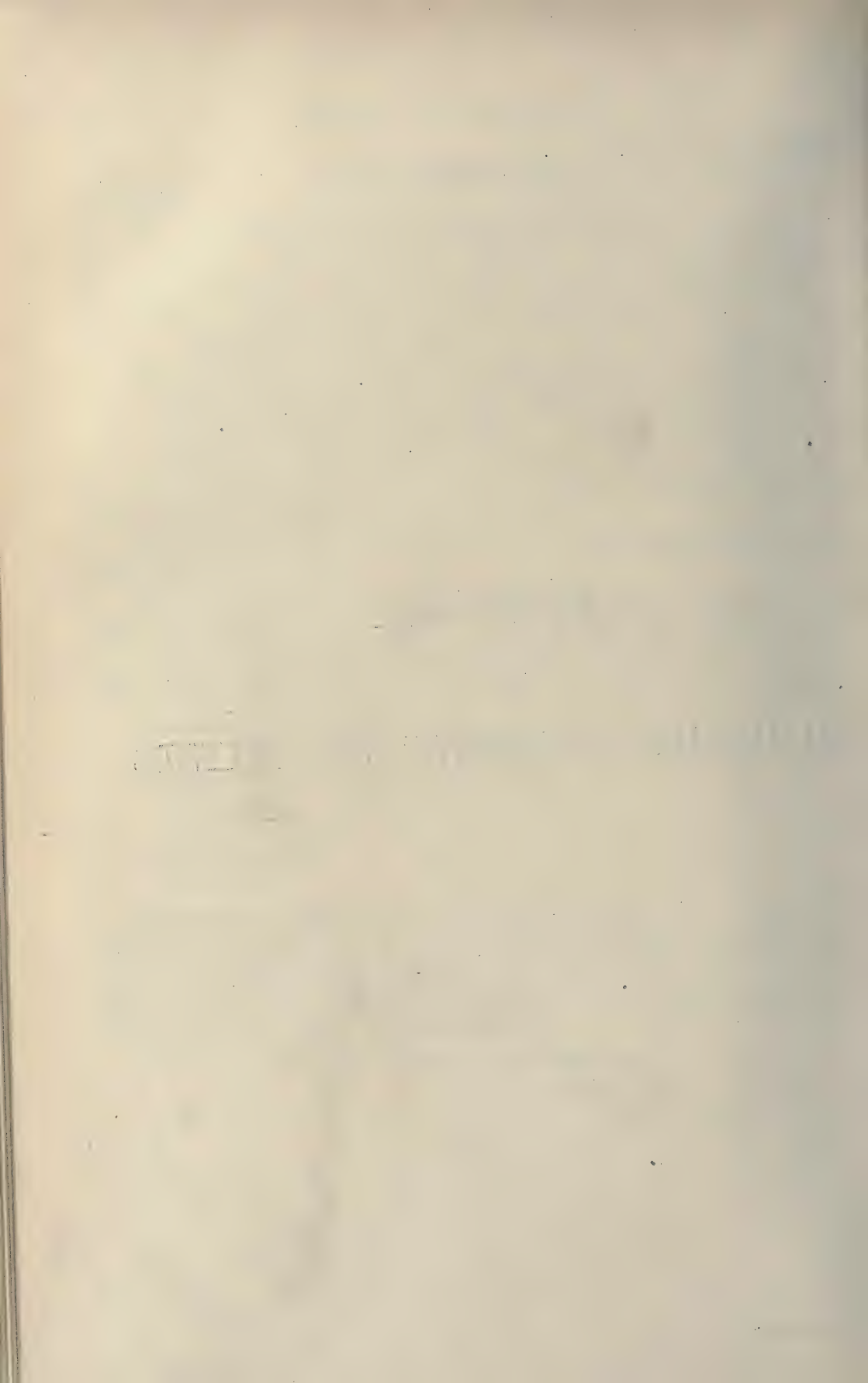
C. C. CHATAWAY,

*Director of Surveys, Y.T.*



PART VIII

SUPERINTENDENT OF MINES



# SUPERINTENDENT OF MINES.

## REPORT OF THE SUPERINTENDENT OF MINES.

DEPARTMENT OF THE INTERIOR,  
OTTAWA, October 17, 1904.

To the Honourable CLIFFORD SIFTON,  
Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit herewith the annual report upon the operations of the Superintendent of Mines' office for the fiscal year ending June 30, 1904.

### *Dominion of Canada Assay Office.*

#### AMOUNT OF BUSINESS DONE (SEE STATEMENT 'A' ATTACHED).

During the fiscal year ending June 30, 1904, 24,516·36 ounces of bullion, valued at \$385,152, representing 381 deposits, were received and assayed. These deposits were derived from the following sources:

Source.	Deposits.	Weights.	Value.
	No.	Oz.	\$ cts.
Yukon.....	70	3,391·97	53,764 60
British Columbia.....	289	19,310·11	302,041 02
North-west Territories.....	4	1,380·04	842 28
Ontario.....	15	47·35	21,978 83
Alaska.....	3	386·89	6,525 27
	381	24,516·36	385,152 00

From this table it is seen that 76·4 per cent of all deposits were obtained from British Columbia, and only a little over 18 per cent from the Yukon.

From the following table, which shows the business done by the Assay Office since its establishment,

Fiscal Year.	Deposits.	Weights.	Value.
	No.	Oz.	\$ cts.
1901-1902.....	671	69,925·67	1,153,014 50
1902-1903.....	509	36,295·69	568,888 19
1903-1904.....	381	24,516·36	385,152 00



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it will be observed that the business done has steadily decreased. The causes operating to produce this decrease, which have been given in my report for the fiscal year 1902-03, remain unchanged.

#### THE GOVERNMENT'S INDEBTEDNESS TO THE CANADIAN BANK OF COMMERCE.

From the statement marked 'B' it will be seen that the Canadian Bank of Commerce received from the Dominion of Canada Assay Office during the fiscal year ended June 30, 1904, gold bars to the value of \$385,152 and realized from the sale of these bars and clippings \$386,798.96, showing a difference of \$1,646.96 in favour of the government. After deducting (see Statement 'B') extra assay charges paid by the bank, express charges on bars sent to San Francisco, and the commission due the bank for marketing the gold bars received from the Assay Office, the total amount of the government's indebtedness to the Canadian Bank of Commerce for the fiscal year ended June 30, 1904, was \$384.90.

The Seattle Assay Office does not receive bars under 500 fine, and all such bars had to be sold to the Selby Company, in San Francisco.

#### RECEIPTS AND EXPENDITURES.

From the statement (marked 'D') showing money received and expended by the Dominion of Canada Assay Office, and from the detailed statement (marked 'E') of expenses of the Assay Office during the fiscal year ended June 30, 1904, it will be seen that the expenditures amounted to \$11,681.27, and the earnings, including extra assay charges, special assay charges and value of sweeps and recovery of grains (see Statement 'F') to \$1,888.16. The unexpended balance of the appropriation of \$18,000 amounts to \$7,417.25. The percentage of net expenses to the total deposits is 2.5425 per cent.

#### CHANGES IN THE STAFF.

Mr. Charles S. Hurter resigned his position on August 30, 1903, to accept the position of Chief Assayer of the Tyee smelter. Mr. J. Walter Wells, B. Sc., formerly Assayer for the province of Ontario, was appointed, October 31, 1903, to succeed Chas. S. Hurter as Chief Assayer. Mr. Wells was obliged, on account of ill-health, to resign his position on April 30, 1904. The business of the office not being pressing, it was deemed advisable in the interests of economy to dispense with the services of one assayer, and Mr. J. B. Farquhar, whose work as Assistant Assayer had been very satisfactory, was appointed Chief Assayer on July 1, 1904.

#### COLLECTION OF GOLD DUST AND NUGGETS FROM THE YUKON, BRITISH COLUMBIA AND THE NORTH-WEST TERRITORIES.

The collection of gold dust and nuggets ordered to be made, in accordance with your instructions of February 28, 1903, from the Yukon, British Columbia and the North-west Territories for exhibition at the World's Fair at St. Louis was assembled for us by the Canadian Bank of Commerce and handed over on January 20 last by the manager of the bank at Vancouver to the Dominion of Canada Assay Office for assay.

The collection consists of 75 specimens of gold dust from the Yukon Territory and 13 specimens of gold dust and five nuggets from British Columbia. The bank did not succeed in obtaining nuggets from the Yukon Territory, but as regards the occurrence of gold in the placers of the Yukon Territory the collection represents almost every creek producing gold.

Table 'H,' appended to this report contains a list of the localities, bullion-fineness and value per ounce after melt of the specimens.

## SESSIONAL PAPER No. 25

The collection, although not specially a show collection, is of great educational value, and should, therefore, after the exhibition, find a conspicuous place on the shelves of the museum. It will be impossible to replace it in a few years, since the placers from which the specimens were obtained will then be worked out.

The collection was sent by Mr. McCaffry to the accountant of the Department of the Interior on February 16 last, and handed over by him in the presence of Dr. Barlow to Mr. James Brodie, secretary of the exhibition branch, on April 12 last.

The following directions were given and carried out regarding the mounting of the specimens :—

The separate specimens are to be mounted in dull black, shallow, metallic trays (2 inches x 1½ inches) to set off by contrast the brilliant colour of the gold, the trays to be closed on top by glass plates fitting tightly into grooves. The tray to be cemented on a heavy Bristol board, 3 3-16th x 3 11-16th inches, containing the following information :—

- 1st. Number of specimen ;
- 2nd. Location ;
- 3rd. Bullion fineness ;
- 4th. Value per ounce after melting.

The number on the card to be stamped also on the tray in order to identify the specimen should the tray become separated from the card by accident.\*

The expense of the collection and the mounting of it was borne by the Department of Agriculture.

## ELECTRIC SMELTING.

During the year 1903-4 (Trade and Navigation Report) Canada imported :

Pig iron, steel ingots, ferros, scrap, &c. . . . .	\$ 1,727,867
Rails, bars and other manufactured iron and steel. . . . .	12,172,082
Sheet iron and plates. . . . .	5,223,250
Wires. . . . .	2,216,413
Hardware. . . . .	4,593,226
Agricultural and miscellaneous machinery. . . . .	17,178,761

Total. . . . .	\$43,111,599
To ascertain sale value add 25 per cent. . . . .	10,777,899

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\$53,889,498

These figures show to what extent we are at present dependent upon outside sources for iron in the crude and manufactured state. The influx of settlers requiring tools and machinery, the building of new railroads, the displacement of wood by steel in modern architecture, the multiplication of established and the inauguration of new industries will in the near future rapidly increase above the present demand the annual quantity of iron and steel required for home consumption. To stimulate and encourage the production of iron and steel from our abundant sources of raw material the government has offered generous bounties on pig and rails produced in Canada and placed an import duty on articles manufactured from iron and steel. Regarding the distribution of the raw material for the production of pig, the conditions of the country are, however, such that the necessary coking coal for blast furnace work is found only at the extreme east and west, while the large provinces of Ontario and Quebec, possessing numerous and extensive deposits of iron ore are without coal deposits. If these deposits are to be utilized in the production of pig by the present methods of smelting, either coke must be brought to blast furnaces erected in the

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\* Mr. R. L. Broadbent, by letter, October 13, 1904, informs me that this collection has received the gold medal at the Louisiana Purchase Exposition at St. Louis, U.S.A.



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vicinity of the deposits of iron ore in Ontario and Quebec, or the ore of these provinces must be transported to blast furnaces erected near an abundant coal supply. In either case the transportation costs render such a course uneconomic. Unless some other method of smelting, in which some other source of energy than that resulting from the combustion of carbon in blast furnaces can be proven to be practical and economic, the extensive ore deposits of these provinces will remain to a large extent undeveloped, and regions which might otherwise be made to teem with an industrial population will remain waste areas for many years to come.

The necessity of profitably employing the electric plants erected in different parts on the continent, especially in France, for the production of carbide, which had to be closed down as unprofitable on account of over-production, furnished the incentive to invent methods for applying electric energy, first, to the production of the different ferros, and subsequently to the production of pig and steel.

In the solution of the problem of applying electric energy to the extraction of metals from their ores, Captain Stassano, in Italy, and Heroult and Keller, in France, have rendered conspicuous service. The description of the experiments made by them and the results obtained attracted wide attention and were eagerly discussed in the scientific press, for it was at once seen that if by the electric process pig could be economically produced, such countries as Brazil, Chili, New Zealand and our own two provinces of Ontario and Quebec, all rich in iron ore deposits, the necessary fluxes, and possessing extensive water powers, but lacking coal, would be able to render themselves independent of outside sources by employing the electro-thermic process for the manufacture of their iron and steel.

It was with a view of ascertaining the feasibility of utilizing the extensive water powers of Canada in the production of electric energy to be applied to the smelting of iron ores and the making of steel that you appointed two different commissions:

1st. A commission consisting of the Government Electrician, Mr. Higman; the Metallurgist, Mr. Locke; and the writer, to investigate the Ruthenburg Process of electric smelting of magnetite at Lockport, N.Y., on July 2, 1903. The process, as exhibited to the commission, was a pronounced failure, either as regards reduction of the ore or agglomeration of the iron sands with which the experiments had been made.

2nd. A commission, consisting of Mr. C. E. Brown, electrician; F. W. Harbord, metallurgist; E. Nystrom, M.E., draughtsman, and Thomas Côté, private secretary, and the writer, who were to proceed to Sweden, France and Italy to investigate the different electro-thermic processes now in operation in these countries for the smelting of iron ores and the production of steel.

The members of the commission, with the exception of Mr. Harbord, who was appointed in England, left for Europe on January 21 on their mission, and returned on April 16.

The results of the investigation were very gratifying and are given in detail, together with description of the work done by the first commission, which investigated the Ruthenburg Process, in a report issued as a separate publication.

#### PEAT.

During the year 1903-04 (Trade and Navigation Report) Canada drew upon outside sources for coal and coke to the amount of \$20,878,387. To decrease this coal bill by substituting for at least part of the coal and coke we now import, peat fuel from our extensive peat-bogs of Ontario and Quebec is worthy of every effort that can be made in this direction.

Within the last ten years, on account of the remarkable increase of manufactures on the continent of Europe and the consequent rise of the price of coal, attention has been attracted anew to the utilization of peat in substitution for coal, and the governments of Holland, Germany, Sweden and Russia have encouraged the peat industry



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in their respective countries by the erection of experimental plants, by appointment of special technical officers who are required to make a study of all new methods of manufacturing peat fuel and furnish information and advice as to the best methods of working the bogs and manufacturing the raw peat into a desirable fuel. In addition to this, the government of Sweden has spent considerable sums in aiding owners of peat-bogs to erect plants. As a consequence of this activity on the part of these governments in stimulating the peat industry, a large amount of experience has been gathered regarding the best methods of working peat-bogs and converting the raw peat into a valuable, clean, compact fuel.

This experience is at our disposal and will enable us, in the development of our own peat industry, to avoid methods which have proven failures, and adopting those which have been shown to be successful and economic.

Considerable money has been spent in our own country in experimenting with raw peat to convert it into a marketable fuel of sufficient density to permit of transportation without crumbling and consequent waste. It is gratifying to be able to state that an acceptable fuel from peat is now being manufactured on a commercial scale, which, judging from the cost of manufacture, could be sold at a profit for \$3.50 per ton.

The tonnage of peat fuel placed upon the Canadian market is yet quite small, but with some encouragement from the government in the way of a bounty per ton of manufactured peat, other plants would be established, and the new fuel having won the confidence of consumers, a new industry will have been inaugurated, which will not alone be a direct public benefit on account of the increased employment of labour and distribution of money at home, but will render Canada, at least to some extent, independent of outside sources for fuel and prevent industrial depression and suffering in case labour troubles in the coal regions, from whence our imported coal supply has been derived, should produce a coal famine and consequent increase in the price of coal.

In this connection a statement is here given of the different ways in which the governments of Holland, Germany, Sweden and Russia have sought to encourage the peat industry in their respective countries.

*Holland.*—The following statement made by the Minister of War shows to what extent the government of Holland encourages the peat industry:—

‘Encouraged by the good results obtained at Amsterdam in the production of compressed peat, it is my intention to make the necessary arrangements in case the fortress of Amsterdam should be surrounded in times of war, to provide it with the necessary amount of fuel in the form of compressed peat. To accomplish this five additional peat compressing machines at 1,700 florins per machine will be constructed, and on the same lines as the one already installed by the government. It is furthermore my intention to make contracts with a certain owner of peat bogs to place six of his peat machines at the disposition of the government when required. With these six machines it will be possible during May-September to manufacture five millions of peat bricks (= 2,500 tons). Furthermore, in times of peace fifteen millions of peat bricks (= 7,500 tons), corresponding in calorific value to 4,000 tons of coal will be collected.

‘To accomplish this the gentleman above mentioned will be instructed to manufacture during the first three years 2,500 tons compressed peat annually, employing for this purpose the machines belonging to the government. After the first three years the production will be decreased to 1,000 tons annually. Commencing with the fourth year 1,000 tons of compressed peat will be used in the government offices and buildings to replace the coal now used.

‘The peat thus contracted for shall be delivered at a price of \$4.50 per ton at Hemburg (at the Noordzee canal close to Amsterdam). For the storage of this peat three storehouses will be erected at a cost of about \$10,000.’

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This encouragement is given by the government to the peat industry, in face of the fact that coal imported is cheaper than the peat produced in the country. The production of peat in Holland is at least one million of tons annually.

*Germany.*—In certain districts special rates of transportation are granted by the government for lignite and peat, and an annual subsidy is granted to the peat bog culture societies (societies formed for reclaiming peat bogs for farming purposes).

*Sweden.*—The government has erected in Yönköping a trial plant under the superintendence of a special engineer, with assistants, for the purpose of making investigations relating to the manufacture of peat for the government, and also for private parties. The personnel of this plant also furnish plans for the working of peat bogs, and are required to give information relating to the peat industry, and to investigate all new processes and machinery invented for the economic manufacture of fuel from peat.

A school has been established for the education of persons to be employed by private parties in the peat industry.

To assist the peat industry, the Swedish government allotted the sum of 100,000 kronors in 1901 and 1,500,000 kronors in 1902. The government allows low freight rates for transportation of peat, and uses a certain amount of peat as fuel and for steam raising. To assist in the erection of a trial plant, according to Mr. A. Larson's patent for the making of peat coke, the government furnished 20,000 kronors. The different peat bog culture societies of Sweden receive from the government an annual subsidy.

*Russia.*—The following regulations have been adopted by the Russian government to encourage the peat industry of the country:—

1. Private persons to be allowed to work peat bogs belonging to the government.
2. Assistance to be given for investigation of peat bogs.
3. Instructions to be given to farmers in the simplest methods for peat manufacture and the use of peat for fuel.
4. The building of roads, including railroads, for transportation of peat to be encouraged by granting assistance.
5. Freight on peat to be lowered.
6. A special rate of interest to be allowed on money borrowed for the working of peat-bogs.
7. Farmers to be allowed to work peat bogs at a rental of from  $\frac{1}{2}$  to 1 cent per square meter.

In compliance with an imperial ukas of January 7, 1900, the building of a peat-coke plant at Redkino, in the province of Tver (according to the Ziegler patent) was begun, with the intention of erecting several other plants of the same pattern, if the first proved successful. The plant at Redkino, according to tests, proved to be very successful, furnishing double the amount of half-coke promised.

This plant, including 1,300 hektars peat-bog and 20 Anrep's machines with accessories, railroad to the bog, &c., cost the Russian government \$375,000.

As a result of the successful operation of the first Ziegler plant put up at Redkino, three additional peat-coke plants are to be erected by the government.

The Russian government, anxious from a military point of view, to be independent of imported fuel, loans to every private person or company building peat plants in Russia 40 per cent of the cost of the plant. This loan may be paid in peat or peat products.

Further, every manufacturer of peat has the right to have his peat converted into coke in the government's plants, paying the government for this service \$1.50 per ton of coke produced. The government, moreover, buys the resulting coke from the owner, if he so desires, at a price based on the price of Newcastle coal at \$5 per ton.



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According to this arrangement, the value of the coke produced is in strict accordance with the thermic value of the peat-coke.

Russia is the largest peat-producer in the world. The amount of peat produced in 1902 reached 4,000,000 tons. The annual increase in the production of peat is from 150,000 to 200,000 tons. Many private peat plants exist in connection with cotton mills, producing 200,000 tons annually.

The following extract from an article in the *Nowoje Wremja* is evidence of the efforts made by the Russian government to render itself independent of outside sources for fuel:

'The coking of peat is one of the most important and interesting inventions and has a special importance for Russia. We import from England 20,000,000 rubles' worth of coke and coal. . . . The Minister of Railroads and Transportation commissioned J. Karischew to erect a Ziegler plant at Redkino for coking peat. The result was excellent. From a rather poor quality of peat excellent coke and half-coke was obtained by this process, and the retorts turned out nearly double the calculated production.

'The minister, Furst Chilkow, and a large number of engineers and other persons from all parts of Russia interested in the production of coke from peat, have inspected the plant.

'The production of peat-coke is of great importance to the country; it saves the forests of the country and furnishes means for developing the metallurgical industries in the Ural, and in case of war renders Russia independent of England, which up to the present has furnished the coal for our navy.'

## EXHIBITION OF THE PEAT INDUSTRY AT BERLIN, GERMANY.

I was fortunate enough, on my way from Stockholm to Paris, in February last, to be able to attend the Exhibition of the Peat Industry (*Austellung für Moorkultur und Torfindustrie*) at Berlin, Germany. The different countries interested in peat, as Sweden, Denmark, Finland, Russia, Holland and Germany, were represented in this very interesting and instructive exhibition. I was thus enabled to carry out your instructions of January 21 last, to take the opportunity to look into peat while abroad on the work of the Commission on Electric Smelting, and to gather an amount of information regarding processes and machinery employed for the manufacture of peat in different countries, which could not otherwise have been gathered by many months of travel.

The following products of peat were exhibited:—

1. Raw peat, air-dried or otherwise dried and slightly compressed.
2. Briquettes—
  - (a.) of raw peat;
  - (b.) of carbonized peat.
3. Peat-coke and by-products (used for metallurgical purposes in blast furnaces in Oldenburg, Germany, and the Ural, Russia. Advantageously also replacing charcoal in the forge).
4. Fibrous peat—
  - (a.) manufactured into bedding for stables;
  - (b.) manufactured into wool for ropes and sacking, &c.
  - (c.) manufactured into building paper, card-board and flooring.
5. Peat-moss (specially useful for packing fruit).

*Machinery Exhibited for the Manufacture of Peat for Fuel and Other Purposes*

Peat machines (horse-power driven) for tearing, mixing and shaping peat.

Peat machines (steam-power driven) for tearing, mixing and shaping peat.

Peat elevators for use in drained bogs.



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Peat-cutting machines for use in wet bogs.

Transportation material, such as rails, switches, wagons, &c.

Machines for the manufacture of peat bedding and peat wool—

(a.) Machines for tearing peat (Reisswolfs).

(b.) Peat wool mills.

(c.) Sieves.

(d.) Baling presses.

Machines for wiring bales.

Locomotives.

Pumps.

No plants were exhibited for the making of peat gas, which is used in Sweden as fuel for Siemens furnaces, for re-heating furnaces and for power purposes in gas engines.

The observations made and information obtained regarding the manufacture of peat while in Europe will form a special report on the subject.

In this connection, I would draw attention to an excellent publication: 'Peat Fuel, its manufacture and use,' Bulletin No. 5, issued by the Bureau of Mines, Ontario, which contains much valuable information.

#### WORK BY MR. E. NYSTRÖM, M.E.

##### *Magnetic Survey of Iron Ore Deposits.*

The field work assigned to Mr Nyström during the summer of 1903 consisted in making a magnetic survey of part of the iron formation at the north arm of Lake Temagami, comprising a detailed survey of mining location 339 and a preliminary survey of the formation from Turtle lake to Tetepaga river. The remainder of his time of the year 1903 was taken up with the mapping of the results of his survey.

##### *Commission to Investigate Electric Smelting.*

Mr. Nyström accompanied as draughtsman the commission appointed for the investigation of electric smelting in Europe, leaving Ottawa January 21 and returning April 16, 1904.

Since then he has been engaged in making the necessary drawings for the commission's report and assisting in carrying it through the press.

#### THE YUKON.

##### QUARTZ.

*Quartz Mill.*—The agreement made between the government and Mr. Matheson, the contractor, to erect a modern two-stamp mill, together with a concentrating plant, has now been carried out, and, according to the report of Mr. Beaudette, has been certified by him as satisfactory.

*Charges.*—The amount to be charged customers for trial runs has been fixed by agreement between the hon. the Commissioner and the contractor, Mr. Matheson, at cost price plus 10 per cent to cover repairs.

Very little milling has been done since the erection of the mill, on account of the great distance of the mill from the localities of the ore deposits and the consequent heavy freight charges.

*Development.*—Mr. Beaudette, Government Mining Engineer, reports (see appended report marked 'I') that very little development in connection with quartz

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deposits was done in the territory during the past fiscal year. The only notable exception is the sinking of a 150-foot shaft and cross-cutting on the Violet Group. The ore carries on an average \$9 of gold per ton, and the company have made arrangements to erect a stamp mill having a capacity of 100 tons per day.

## ASSAY OFFICES, Y.T.

In addition to the assay office in Dawson, Y.T., in connection with the quartz mill, a government assay office has been established at White Horse, which has been in operation since September, 1903. Statements of assays made in these two assay offices, with results, are appended (see statements 'K' and 'L').

## WATER MEASUREMENTS OF THE STREAMS IN THE YUKON TERRITORY.

The following is a list of water measurements made of the streams in the Yukon Territory by Mr. A. J. Beaudette on the dates given :

Date.	Name of the Stream.	State of water.	Amount in Miners' inches.
1902.			
July 20.....	12 Mile river.....	High.....	11,220
October.....	Rock creek.....	Mean.....	4,682
1903.			
May 9.....	Klondike river.....	Flood.....	305,643
August 15.....	".....	At its lowest.....	54,280
May 17.....	*Bonanza creek.....	Flood.....	17,641
August 15.....	".....	Very low.....	68
June 18.....	Gold Run creek.....	Below mean.....	120
" 20.....	Mayo river.....	High.....	124,400
" 20.....	Duncan creek.....	".....	18,250
" 21.....	Jennett creek.....	".....	8,105
September 28.....	+Miller creek.....	Low.....	75
" 28.....	+Glacier creek.....	".....	63
" 28.....	+Sixty Mile river.....	".....	11,000
" 29.....	Bed Rock creek.....	".....	125
1904.			
June 20.....	Hunker creek.....	Low.....	156
" 24.....	Bear creek.....	".....	65
" 24.....	Dominion creek.....	Mean.....	400
" 16.....	Bonanza creek.....	Above mean.....	1,256

\* The very large amount of water in Bonanza creek was due to the Gusher water which froze during the winter and the ice accumulated on the creek. In the spring, during the thaw, all that ice melted at once, hence the large volume of water.

† The Sixty Mile river, Glacier and Miller creeks were measured rather late in the season. The amount there given is low as there was anchor ice already in the streams.

Mr. Beaudette further reports that he has calculated the amount of water flowing in the Stewart river, and found it to be 1,010,166 miners' inches, or 1,515,250 cubic feet per minute.

This may be taken as the quantity of water flowing over Fraser falls, as there are no tributaries of any importance flowing into Stewart river between the falls and the point at which the readings were taken.

The readings were taken on June 25, 1903, opposite Gordon's Landing.

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ELECTROLYTIC METHOD FOR PRODUCING BICALCIC PHOSPHATE FOR USE AS A  
FERTILIZER FROM UNSERVICEABLE RAW PHOSPHATE.

A brief account of the very interesting process of the production of a fertilizer by the electrolytic method patented by Professor Wilhelm Palmaer, director of the Electrochemical Laboratory, Stockholm, Sweden, is given in the appendix.

REQUESTS FOR INFORMATION.

As heretofore, numerous requests for information relating to mining matters, the occurrence of economic minerals, the mining laws of Canada, and requests for annual reports on the mining industries of Canada, of the Bureau of Mines, and on the mines of Canada have been received during the year.

I have the honour to be, sir,

Your obedient servant,

EUGENE HAANEL,

*Superintendent of Mines.*

A.—STATEMENT of Bullion deposited at Dominion of Canada Assay Office, Vancouver,  
B.C., from July 1, 1903, to June 30, 1904.

Territory.	Deposits.	WEIGHTS.		Value.
		Before Melt.	After Melt.	
	No.	Oz.	Oz.	\$ cts.
Yukon.....	70	3,391 97	3,305 59	53,764 60
British Columbia ..	289	19,310 11	18,795 23	302,041 02
North-west Territories.....	4	47 35	41 48	842 28
Ontario.....	15	1,380 04	1,372 99	21,978 83
Alaska.....	3	386 89	353 78	6,525 27
Total. ....	381	24,516 36	23,869 07	385,152 00

	Oz.
Weight before melt.....	24,516 36
Weight after melt.....	23,869 07
Loss by melting .....	647 29
Loss percentage by melting .....	2.6402

B.—STATEMENT of difference in value of assays between Vancouver and Seattle from  
July 1, 1903, to June 30, 1904.

Value Seattle assay bars No. 2—382.....	\$386,191 90
Value Vancouver assay bars No. 2—382.....	385,152 00
Difference.....	\$1,039 90
Value of clippings.....	607 06
Amount due by bank.....	\$1,646 96



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Extra assay charges paid by bank. . . . .	\$1,321 61
Express on bars from Seattle to San Francisco. . . . .	55 50
Commission due bank on \$385,152 at 17 cents per \$100. . . . .	654 75
Total amount due bank. . . . .	<u>\$2,031 86</u>
Total amount due bank. . . . .	\$2,031 86
Total amount due by bank. . . . .	<u>1,646 96</u>
Amount paid bank. . . . .	\$384 90

C.—AMOUNT of difference in value of assays between Vancouver and Seattle from  
July 1, 1903, to June 30, 1904, inclusive.

Melt No.	Value of Vancouver Assay.	Value of Seattle Assay.	Value of Clippings pur- chased by Bank.	Total value Assays received by Bank.
From—To.				
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
2—30	32,041 35	32,142 07	50 79	32,192 86
31—68	89,679 55	89,995 35	69 13	90,064 48
69—103	39,029 48	39,156 20	61 81	39,218 01
104—176	71,896 19	71,986 19	132 28	72,118 47
177—219	46,539 82	46,642 95	74 43	46,717 38
220—242	12,720 44	12,746 64	36 91	12,783 55
243—263	15,032 56	15,089 36	26 80	15,116 16
264—272	3,475 46	3,494 11	9 90	3,504 01
273—289	11,947 39	11,999 77	20 29	12,020 06
290—320	16,234 03	16,277 36	39 42	16,316 78
321—341	7,137 33	7,159 33	26 08	7,185 41
342—382	39,418 40	39,502 57	59 22	39,561 79
Add extra assay charges. . . . .	385,152 00 1,321 61	386,191 90 .....	607 06 .....	386,798 96 .....
	386,473 61	386,191 90	607 06	386,798 96

Total value assays received by bank. . . . . \$386,798 96

Total value Vancouver assays. . . . . 386,473 61

Balance in favour of Vancouver assay office. . . . . \$ 325 35

D.—STATEMENT showing money received and expended by Dominion of Canada Assay  
Office, Vancouver, B.C., to June 30, 1904.

To amount of appropriation. . . . .	\$18,000 00
Value of sweepings and recovery of grains (1902-03).. . . .	1,091 02
To special assays. . . . .	7 50
	<u>\$19,098 52</u>
By amount of expenditure to June 30, 1904, per statement. . . . .	11,681 27
Balance. . . . .	<u>\$ 7,417 25</u>

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## E.—STATEMENT of Expenditure made by Dominion of Canada Assay Office, Vancouver, B.C., to June 30, 1904.

Rent.....	\$ 1,200 00
Power and light.....	209 40
Gas and fixtures.....	406 68
Chemicals.....	12 45
Repairs and alterations.....	11 45
Water taxes.....	15 48
Postage.....	10 00
Stationery and printing.....	47 69
Assayers' materials.....	59 57
Boxes.....	3 75
Melters' supplies.....	15 35
Freight and express.....	393 27
Telegrams.....	39 06
Telephone.....	66 00
Office supplies.....	17 55
Weights.....	20 00
Hardware.....	8 00
Premium on bond.....	80 00
Commission on gold, 1902-03.....	104 67
"                "      1903-04.....	384 90
Gold guarantee fund.....	1,000 00
Salaries—	
Thos. McCaffry.....	2,500 00
C. S. Hurter.....	324 99
G. Middleton.....	1,350 00
J. B. Farquhar.....	1,200 00
D. Robinson.....	900 00
Miss Tierney.....	600 00
J. W. Wells.....	701 61
Total.....	\$11,681 87

## F.—STATEMENT showing the amount of deposits, earnings and expenditure, with the percentage of net expenses to deposits for fiscal year 1903-1904.

Items.	Amount.
	\$ cts.
Deposits, gold.....	385,152 00
Earnings—	
Extra assay charges, placed to credit of Receiver General.....	\$1,321 61
Special assay charges.....	7 50
Value of sweeps and recovery of grains.....	559 05
	1,888 16
Expenditures.....	11,681 27
Percentage of net expenses to deposits.....	2.5425

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G.—STATEMENT of extra assay charges received by Dominion of Canada Assay Office, Vancouver, from July 1, 1903, to June 30, 1904.

From.	To.	BAR No.		Amount.
		From.	To.	
				cts.
July 1.....	July 31.....	2	30	121 61
August 1.....	August 31.....	31	68	292 09
September 1.....	September 30.....	69	103	131 19
October 1.....	October 31.....	104	176	187 32
November 1.....	November 30.....	177	219	154 14
December 1.....	December 31.....	220	242	57 83
January 1.....	January 31.....	243	263	62 08
February 1.....	February 29.....	264	272	19 38
March 1.....	March 31.....	273	289	52 45
April 1.....	April 30.....	290	320	75 70
May 1.....	May 31.....	321	341	51 75
June 1.....	June 30.....	342	382	116 23
Total.....				1,321 61

## H.—ST. LOUIS EXPOSITION GOLD EXHIBIT.

No.		BULLION FINENESS.		Base metal.	Value per oz. after melting.
		Gold.	Silver.		
	<i>Yukon Territory.</i>				\$ cts.
1	Duncan 11 <sup>5</sup> above Belliveau Discovery.....	823	172	5	17 10
2	Duncan 6 below Discovery.....	798·5	195	6	16 60
3	Caribou.....	850·5	144	5	17 66
4	Indian River.....	840	156	4	17 44
5	Henderson above Discovery.....	731·5	261	7	15 26
6	Klondike Hillside Left Limit.....	841·5	154	4	17 47
7	Klondike Hillside Right Limit.....	807	190	3	16 78
8	Bear No. 1 Pup.....	707·5	281	11	14 77
9	Bear 14 below Discovery.....	742	250	8	15 46
10	Bear 13 above Discovery.....	671	318	11	14 04
11	Miller 6 below Discovery.....	843·5	151	5	17 51
12	Eureka 15 above Right Fork.....	631	357	11	13 23
13	Bonanza 40 above Discovery.....	831	162	6	17 26
14	Bonanza 99 below Discovery.....	806	186	8	16 76
15	Last Chance 6 from mouth.....	735	255	9	15 33
16	Last Chance Right Fork.....	673	318	9	14 08
17	Hunker 80 Pup.....	726	266	8	15 14
18	Hunker 48 below Discovery.....	798	195	7	16 59
19	Hunker 30 above Discovery.....	808	186	5	16 80
20	Hunker Left Limit opposite 60 below.....	822·5	175	2	17 09
21	Canyon No. 14.....	710·5	283	6	14 83
22	Gold Run No. 8.....	842	152	6	17 48
23	Gold Bottom No. 27 from mouth.....	798·5	194	7	16 60
24	All Gold 102 below Discovery.....	855·5	137	7	17 75
25	Arizona Discovery.....	910·5	87	2	18 86
26	Dominion 253 below Lower Discovery.....	858	136	6	17 80
27	Dominion 2B below Lower Discovery.....	815	180	5	16 94
28	Dominion 77B below Lower Discovery.....	834	162	4	17 33
29	Dominion 23 above Upper Discovery.....	794	201	5	16 52
30	Glacier 6 above Discovery.....	850	145	4	17 65
31	Lindow No. 12.....	671	321	8	14 04
32	Little Blanche.....	716·5	275	8	14 96
33	Quartz 10 below Discovery.....	746·5	248	5	15 56
34	Trail Creek opposite No. 3 Right Limit.....	818	177	5	16 99
35	Eldorado No. 19.....	771	223	6	16 05
36	Calder.....	751	242	7	15 65
37	Sulphur 10 above Discovery.....	779·5	215	5	16 23



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H.—ST. LOUIS EXPOSITION GOLD EXHIBIT—*Concluded.*

No.		BULLION FINENESS.		Base Metal.	Value per oz. after melting.
		Gold.	Silver.		
	<i>Yukon Territory.</i>				\$ cts.
38	Sulphur 31 below Discovery.....	799·5	196	4	16 62
39	Pelly River.....	899	95	5	18 63
40	Boyle Concession.....	730	260	10	15 23
41	Oro Fino Hill.....	739·5	256	4	15 42
42	Treasure Hill.....	696	296	7	14 54
43	French Hill No. 5.....	675	315	9	14 12
44	Adams Hill.....	764·5	228	7	15 92
45	American Hill.....	808	186	6	16 80
46	Chechaco Hill.....	798	196	6	16 59
47	Gold Hill.....	799	195	6	16 61
48	Magnet Hill.....	761·5	231	7	15 86
49	King Solomon Hill.....	786·5	208	5	16 36
50	Monte Cristo Hill.....	766·5	228	5	15 96
51	Dago Hill.....	702	292	6	14 67
52	Bunker Hill.....	810	185	5	16 84
53	Boulder Hill.....	795	200	5	16 54
54	O'Neill Gulch No. 2.....	821·5	174	4	17 07
55	Gauvin Gulch Upper Bonanza.....	687	305	8	14 37
56	Lovett Gulch.....	824	170	5	17 12
57	Victoria Gulch 9 A.....	823	171	5	17 10
58	Mint Gulch, No. 8.....	840	154	5	17 44
59	French Gulch.....	638·5	353	8	13 38
60	Ora Grand Gulch.....	792·5	200	7	16 49
61	Green Gulch 3 Left Fork.....	801·5	190	8	16 66
62	Magnet Gulch.....	705	286	9	14 72
63	Gay Gulch No. 5.....	752·5	240	7	15 68
64	Henry Gulch.....	677·5	310	12	14 17
65	Nugget Gulch.....	659	333	8	13 80
66	Little Gem Gulch.....	846·5	148	5	17 57
67	Irish Gulch No. 4.....	674·5	317	8	14 11
68	Big Skookum Gulch.....	621	371	7	13 03
69	American Gulch.....	810	184	5	16 84
70	Fox Gulch.....	787·5	207	5	16 38
71	Poverty Bar.....	791	202	6	16 46
72	Deep Diggings No. 3 Eldorado, (70 ft.—90 ft.).....	733·5	258	8	15 30
73	Little Skookum Bench.....	773	219	7	16 09
74	Independence Creek.....	729·5	262	8	15 22
75	Clear Creek.....	846	147	6	17 56
	<i>British Columbia.</i>				
76	Quesnelle District—Nuggets.....	793	201	5	16 50
77	Williams Creek—Nuggets.....	752	242	6	15 67
78	Eldorado Creek—Nuggets.....	673	320	7	14 08
79	Similkameen River.....	882	114	4	18 29
80	McKee Creek—Atlin.....	840·5	155	4	17 45
81	Keithley Creek—Cariboo.....	892·5	103	4	18 49
82	Granite Creek.....	897	97	5	18 59
83	Stevens Creek—Cariboo.....	805·5	188	6	16 75
84	Cunningham Creek—Cariboo.....	871	122	6	18 06
85	Beaver Creek—East Kootenay.....	911·5	83	5	18 88
86	Lower Bridge River.....	847·5	147	5	17 59
87	Quesnelle District.....	845	148	7	17 54
88	Thompson River.....	847	149	4	17 58
89	Fraser River.....	865·5	131	3	17 96
90	Gold Run—Atlin.....	821·5	175	3	17 07
91	Atlin—Nuggets.....	811	182	7	16 86
92	Wild Horse Creek—Nuggets.....	878·5	114	7	18 22
93	Wild Horse Creek—Dust.....	901·5	92	6	18 68

Certified correct,

J. WALTER WELLS, *Chief Assayer.*J. B. FARQUHAR, *Assistant Assayer.*

## SESSIONAL PAPER No. 25

## I.—REPORT OF GOVERNMENT MINING ENGINEER.

DAWSON, September 21, 1904.

EUGENE HAANEL, Esq., Ph. D.,  
Superintendent of Mines, Ottawa.

SIR,—I have the honour to submit my annual report on the operations of the stamp mill and the assay office, as follows :—

The agreement between the government and the contractor for the erection of an experimental two-stamp mill and an assay office has been complied with, and I gave a certificate to the effect on December 11 last. The concentrating plant consists of a Frew vanner of the most modern type and works admirably. There is also a small cyanide plant installed in the mill, which was not required, according to the contract, and which I hope will be of some use.

I regret to say that very little milling has been done during the past year, one reason being the long distance of the ore from the mill and the great expense in connection with the freight. It seems impossible at present to locate the mill at any other place of easier access to the public.

On the 11th of December last an agreement was made between the commissioner and the contractor to the effect that not more than the cost price of milling plus 10 per cent for repairs should be charged to the public. Since then I investigated the cost of milling a ton of ore and found that on an average the same cannot be milled for less than \$19, including repairs.

Most of the development in connection with the quartz deposits in the territory was done on the Violet Group. A shaft was sunk to a depth of 150 feet and then cross-cutted in search of the ore. The ore was found at a distance of about 19 feet from the shaft. Development was then proceeded with in the direction of the ore for a distance of 34 feet on each side of the shaft. The vein appears to be about four feet wide at that level, with an average assay of \$9 per ton. The company operating thereon thought advisable to order a mill. The mill has been ordered from the Merrill Company of Denver, Colorado, and has a capacity of 100 tons daily; it is at present being installed on the property. The company thinks that, although the ore is not a very rich one, to cope with the conditions of this country, the process they have adopted will prove to be a success.

There has been very little development in this direction in other parts of the territory, except at Whitehorse, with the copper deposits.

The amount of ore crushed at the mill during the year is as follows :—

## FOR THE MONTH OF MARCH.

Weight of rock.....	18,675 lbs.
Gold per ton on plates.....	Traces.
Concentrates, per cent.....	0.50
Value of the concentrates per ton.....	\$1.65

## FOR THE MONTH OF APRIL.

Weight of rock.....	16,000 lbs.
Gold per ton on plates.....	5 dwt. 7 grs.
Concentrates, per cent.....	0.47
Value of the concentrates per ton.....	\$11.33



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## THE ASSAY OFFICES AT DAWSON AND WHITEHORSE.

The assay office at Dawson has not yet been moved to accommodate the people in the city, and it does not appear that it is advisable to do so as long as it is not owned by the government. At present there is less work going on in the office than last year, and I would recommend the office to be left there until the time when the contract expires, which will be on September 19, 1905.

The office is well supplied with all apparatus and chemicals. Only a few changes are required to render the building suitable for the winter, and the contractor has been notified of these required changes.

The local government passed an order to the effect that all assays made at the office are to be paid out of the territorial funds. The sum of \$3 per assay was charged to the Territory upon being certified by the assayer and myself. The result of this free assaying was very annoying, and considered very objectionable and injurious. All kinds of rocks were brought into the assayer for assay, which, upon observation, were found to contain nothing of any value, and did not warrant assaying.

I thought it advisable to recommend to the commissioner that the only way to stop this was to impose a small charge upon each assay, and further to examine each sample as to whether it would warrant assaying or not, and if found not to contain anything valuable, the assay was not to be proceeded with. On October 31 last I advised the assayer to the following effect: "It has been decided that a charge of \$1.50 for each assay be made to the public, to begin from November 1 next." The \$1.50 was taken to be the actual cost to the contractor for making an assay, that is, material and money invested in the office. The result of this method has been very satisfactory, which may be seen by the returns I now submit to you.

Since this order took effect the assayer has collected \$151.50 in connection with these assays, which was handed over to the comptroller.

I here inclose a statement of the amount of work in the office during the year ending June 30, 1904. I might here add that the high assays here shown are not an average of the ore, as undoubtedly the best samples were taken for the purpose of assay.

I was instructed on May 28, 1903, to instal an assay office at Whitehorse. Upon investigation I found that I could obtain the necessary apparatus in Dawson and other supplies to complete the outfit. I was also advised that there was a competent assayer at Whitehorse to take the position. I had considerable trouble to find a suitable building for the purpose, but succeeded in obtaining suitable accommodation for the assay office in the month of September, from which time the office has been doing very good work, and appears to be satisfactory to everybody. This office is controlled by the local government under my charge.

I here give you a statement of the work done since the office has been opened.

I have the honour to be, sir,

Your obedient servant,

A. J. BEAUDETTE,

*Government Mining Engineer.*



## SESSIONAL PAPER No. 25

K.—RETURNS of the Assay Office at Dawson for the year ending June 30, 1904.

No. of Assay	Description.	Locality.	Metal.	Per ton		Value per ton.
				Gold.	Silver.	
			%	Oz.	Oz.	\$ cts.
269 A	Quartzite.....	Sixty mile river.....				
269	"	"				
269 B	Antimony silver.....	"	Sb 49	Trace	144	140 60
269 C	Quartz & little Sb.....	"	"	"	2	1 00
269 D	"	"	"	"	3.5	1 75
269 E	"	"	"	"	3	1 50
270	Quartz.....	Dion Gulch.....				
270 A	"	"				
271	"	Yukon river.....				
271 A	"	"		0.07		1 44
271 B	" with iron pyrites.....	"		0.08		1 65
271 C	"	"		0.05		1 03
271 D	"	"				
272	Quartz, iron-stained.....	Dominion creek.....				
272 A	"	"		0.07		1 44
272 B	"	"				
273	Quartz, iron pyrites.....	Bonanza creek.....				
274	"	Bear creek.....		0.10		2 06
275	Quartz, iron-stained.....	Hunker creek.....		2.10	6.40	46 60
275 A	"	"		0.7	Trace	1 44
276	Quartz.....	Eureka creek.....		0.6	"	1 24
277	"	Klondike river.....				
278	Quartzite.....	12 Mile river.....				
279	"	Forty mile river.....				
279 A	"	"				
280	Disthen.....	Yukon river.....				
280 A	Porphyry.....	"				
280 B	"	"				
280 C	Quartzite.....	"				
281	Country rock.....	"				
281 A	Quartz.....	"		Trace		
281 B	Clay, mica schist.....	"				
282	Quartzite.....	Russel creek.....		"		
282 A	"	"		0.09	Trace	1 86
282 B	"	"		Trace		
282 C	"	"		"		
283	"	Yukon river.....		"		
284	Country rock.....	Russel creek.....		"		
284 A	Limestone.....	Rock creek.....				
282 D	Quartzite, copper pyrites.....	Russel creek.....	Cu 3	0.3	2.1	13 25
286	Quartz, antimony.....	Sixty mile river.....			Trace	
286 A	"	"			0.3	0 15
286 B	"	"			2.1	1 05
286 C	"	"			3.2	1 60
285 D	Mica schist, iron pyrites.....	Yukon river.....		Trace		
287	Quartz.....	Hunker creek.....		"		
288	"	"		"		
289	"	Dominion creek.....		0.15		3 10
290	Quartz, iron pyrites.....	"		0.19		3 94
290 A	"	"		0.24		4 90
291	" crushed.....	Gold run creek.....		Trace		
292	Quartz.....	Rock creek.....		6.8	0.4	140 75
292 A	Calcareous rock.....	"		Trace	Trace	
293	Galena.....	12 Mile river.....	Pb 18.6		9	19 38
294	"	"	Pb 16.3		27.4	27 14
295	"	"	Pb 64.0		70.0	88 85
296	Quartz, iron pyrites.....	Rock creek.....		Trace		
296 A	Calcareous rock.....	"				
297	Quartz, iron pyrites.....	Hunker creek.....		0.31	Trace.	6 40
298	Quartz.....	Rock creek.....				
298	Quartz, iron pyrites.....	"			Trace.	
300	Quartz.....	"		0.66	"	3 30
300 A	Clay.....	"		0.32		6 61
301	Conglomerate.....	Indian river.....		0.25	Trace.	5 16
302	Quartz.....	Bonanza creek.....		0.6	"	1 24
303	Calcareous rock.....	12 Mile river.....		Trace.		

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RETURN of the Assay Office at Dawson for the year ending June 30, 1904—Continued.

No. of Assay	Description.	Locality.	Metal.	Per ton.		Value per ton.	
				Gold.	Silver.		
			%	Oz.	Oz.	\$	cts.
304	Quartz, iron pyrites.....	Selwyn river.....		0.16	Trace.	3	30
304A	" "	" "		0.3	"	6	20
304B	" galena.....	" "		0.18	"	1	65
305	" "	" "		Trace.	2	1	00
305B	" "	" "		0.12		2	48
305A	" "	" "		0.10		2	06
306	" "	" "		Trace.			
306A	" "	" "		"			
307	" "	" "		0.10		2	06
307A	" "	" "		0.10		2	06
308	" "	" "		Trace.			
308A	Quartz, iron pyrites.....	" "		0.14	Trace.	2	89
309	" "	" "		0.42	"	8	68
309A	" "	" "	Trace Pb.	0.30	"	6	20
309B	" "	" "		0.28	1.20	5	78
309C	" "	" "		0.23	Trace.	4	75
310	Quartz, iron stained.....	Rock creek.....		0.14		2	89
310A	" "	" "		Trace.			
311	" iron stained.....	Last Chance.....		0.21		4	34
312	" "	Klondike river.....		0.26	Trace.	5	37
312A	" "	" "		0.80	"	1	65
312B	Quartzite.....	" "		0.60	"	1	24
312C	Mica schist.....	" "		0.11	"	2	27
313	Quartzite, iron pyrites.....	Yukon river.....		0.20	"	4	13
314	Iron pyrites.....	Hunker creek.....		0.20	"	4	13
314A	Quartz and clay.....	" "		Trace.			
314B	" "	" "		Trace.			
315	Conglomerate.....	Eureka creek.....		0.12	Trace.	2	48
316	Quartz and limestone.....	Big Horn river.....		3.2		66	14
316A	" "	" "		0.60	"	12	40
316B	" "	" "		2.50	"	51	67
316C	" "	12 Mile river.....		1.00	Trace.	20	67
317	Conglomerate.....	" "		0.06	"	1	24
317A	" "	" "		0.15	"	3	10
318	" "	Indian river.....		0.23	"	4	75
319	Quartzite, iron stained.....	Swede creek.....		Trace.			
320	Conglomerate.....	12 Mile river.....					
320A	" "	" "					
320B	" "	" "		0.05		1	03
321	Quartzite, iron pyrites.....	Gold Bottom.....	Trace Pb.	0.90	2	19	60
322	Conglomerate.....	12 Mile river.....		0.12	Trace.	2	48
322	" "	" "		0.17	"	3	51
322	" "	" "		0.09	"	1	86
322	Sand-stone.....	" "					
323	Quartz, iron pyrites.....	Selwyn river.....		0.51	Trace.	10	74
324	" "	Eldorado creek.....		Trace.			
325	Quartzite.....	Reindeer creek.....		"			
326	Quartz.....	Klondike river.....		0.28	Trace.	5	78
327	Galena.....	Scroggie creek.....	Pb. 0.45		3	1	95
328	Quartz, iron stained.....	Dominion creek.....		0.32	Trace.	6	61
329	" "	Gold Run.....		0.14	"	2	89
329X	" "	All Gold creek.....					
329A	" and schist.....	Gold Run.....		0.23	Trace.	4	75
329B	" iron stained.....	" "		0.35	"	7	23
330	" "	" "		0.20	"	4	13
330A	Quartz.....	Gold Run.....		0.10	trace.	2	06
330B	" "	" "					
331	Conglomerate.....	12 Mile river.....		0.10	trace.	2	06
331A	" "	" "		trace.			
332	Quartz, arsenical pyrites.....	Mayo river.....		0.54	trace.	15	91
333	Quartzite.....	Lepine creek.....					
333A	" "	" "		trace.	trace.		
333B	" "	" "		"			
333C	" "	" "		"			
334	" iron pyrites.....	Bonanza creek.....		0.16		3	30
334A	Quartzite, mica schist.....	" "		trace.			
334B	Quartz, crushed.....	" "		0.10		2	06



## SESSIONAL PAPER No. 25

RETURN of the Assay Office at Dawson for the year ending June 30, 1904.—Continued.

No. of Assay	Description.	Locality.	Metal.	Per ton.		Value per ton.
				Gold.	Silver.	
			%	Oz.	Oz.	\$ cts.
335	Conglomerate	Indian river		trace.		
335 A	"	"				
336	Quartz, with free gold	Eldorado		7.30	trace.	150 89
336 A	Quartz, mica schist	"		0.09	"	1 86
337	Conglomerate	12 Mile river		0.05	"	1 03
337 A	"	"		trace.	"	
338	Quartz, iron stained	Eldorado creek		0.20	"	4 13
338 A	"	"		0.08	"	1 65
338 B	"	"		0.12	"	2 48
339	Conglomerate	12 Mile river		trace.		
340	Quartzite, iron pyrites	Lepine creek		"		
340 A	"	"		"		
340 B	"	"		"		
340 C	"	"		"		
341	Porphyry	Eldorado creek		0.53	trace.	10 95
342	Quartz, iron stained	Klondike river		trace.		
343	Quartzite	"				
344	Conglomerate	Rock creek		0.10	trace.	2 06
345	Quartz porphyry	"		0.09	"	1 86
346	Porphyry	12 Mile river		0.70	"	14 47
347	Black sand, iron pyrites	Hunker creek		0.70	"	14 47
348	Conglomerate	Mayo lake		0.07	"	1 44
349	" sandstone	Rock creek		trace.		
350	Crushed sample	Klondike river		0.20	trace.	4 13
351	Calcareous	Eldorado creek				
351 A	Quartz, iron stained	"				
351 B	Quartz with free gold	"		2.70	trace.	55 80
352	Quartz, iron stained	"		0.16	"	3 30
353	"	Sixty Mile river		0.12	"	2 48
354	" Pb	Duncan creek	Pb. 2,	trace.	3	3 10
355	Copper pyrites	White horse	Cu. 5.4,	0.3	2.3	18 15
356	Quartz	Moosehide		trace.		
356 A	"	"		"		
357 B	Quartz, iron pyrites, Pb.	Duncan creek	Pb. 6.2,	"	37.00	23 46
357 A	"	"	Pb. 8	"	4.00	8 40
357 B	Gravel, assayed for tin	"				
358	Calcareous	Hunker creek				
359	Quartzite	Klondike river		0.15	trace.	3 10
360	Porphyry	Yukon river				
361	Quartz, iron pyrites	Victoria gulch		0.16	trace.	3 30
362	Quartz	Eldorado		trace.		
363	"	Sulphur				
364 A	Quartz, iron stained	Hunker creek		0.2	trace.	4 13
364 B	"	"		0.4	"	8 26
365	Quartzite	Bonanza creek				
366	Conglomerate	Montana creek		0.10	trace.	2 06
367	Quartz, iron pyrites	Sixty Mile river		0.60	"	12 40
367 A	"	Glacier creek		0.15	"	3 10
368	Quartz, iron stained	12 Mile river		0.53	"	10 95
368 A	Quartz, iron stained	12 Mile river		0.22	Trace.	4 54
369	Talcum, copper pyrites	"	Cu. 0.72	Trace.	"	12 96
369 A	Talcum	Klondike river		"	"	
369 B	Iron pyrites	"		0.20	"	4 13
370	Conglomerate	Indian river		0.10	"	2 06
371	"	12 Mile river		Trace.		
372	Quartz	Rock creek		0.11	Trace.	2 27
372 A	"	"		0.18	"	3 71
373	Porphyry	12 Mile river		2.20	"	45 47
374	Quartz, with free gold	Violet group		5.90	"	122 15
375	Quartz, iron stained	Rock creek		1.4		28 93
376	"	"		0.7		14 47
377	Black sand (sluice box)	Hunker creek		103.30	12.00	2,141 21
378	Quartz, iron pyrites	Eldorado creek		0.10	Trace.	2 06
378 A	"	"		0.17	"	3 51
380	Quartzite	Bonanza creek		Trace.		
380 A	"	"		0.60		12 40
380 B	Quartz, iron stained	"		3.00	Trace.	62 01



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## RETURN of the Assay Office at Dawson for the year ending June 30, 1904.—Continued.

No. of Assay	Description.	Locality.	Metal.	Per ton.		Value per ton.
				Gold.	Silver.	
			%	Oz.	Oz.	\$ cts.
381	Calcareous. ....	Klondike river. ....		Trace.		
381 A	"	"				
382	Quartz. ....	Lepine creek. ....		0.09	Trace.	1 86
383	"	Eureka creek. ....		Trace.		
384	Crushed sample. ....	Stewart river. ....				
385	Conglomerate. ....	Forty Mile river. ....		0.14	Trace.	3 51
386	Copper pyrites. ....	White river. ....	Cu. 26.2			47 16
386 A	"	"		0.2	5.3	6 70
386 B	Limestone. ....	"				
387	Quartz. ....	Gold Run. ....		0.07	Trace.	1 44
387 A	"	"		0.80		16 53
388	"	Stewart river. ....		0.17	0.2	3 61
411	Quartz, iron pyrites. ....	Eldorado creek. ....		0.12	Trace.	2 48
411 A	"	"		0.17	"	3 51
412	Quartz, iron stained. ....	Violet Ledge. ....		0.30	"	6 20
412 A	"	"				
413	Quartz, iron pyrites. ....	Eagle City, Alaska. ....		0.60	Trace.	12 40
415	Crushed quartz, mica schist. ....	Hunker creek. ....		1.7	"	35 13
416	Quartz, iron stained. ....	Eldorado creek. ....		0.10	"	2 06
417	"	Hunker creek. ....		0.19	"	4 11
418	Quartz, iron pyrites. ....	"		0.23	"	4 75
420	Quartz. ....	Indian river. ....		0.45	"	9 30
421	Quartz, iron stained. ....	Yukon river. ....		0.24	"	4 96
422	Quartz. ....	12 Mile river. ....		0.29	"	5 99
423	Quartz, mica schist. ....	Hunker creek. ....		1.80	"	37 20
426	Quartz, magnetic iron. ....	"		0.21	"	4 34
426 A	"	"				
427	Quartz, iron stained. ....	Bonanza creek. ....		0.30	0.20	6 30
428	Quartz, iron pyrites. ....	Dominion creek. ....		0.15	Trace.	3 10
428 A	"	"		0.10	"	2 06
428 B	"	"		Trace.	"	
429	Quartz, iron stained. ....	Bonanza creek. ....		0.60	"	12 40
429 A	"	"		0.50	"	10 03
431	Quartz. ....	Sixty Mile river. ....		Trace.	2.10	1 05
431 A	"	"		0.14	2.30	4 04
436	Conglomerate. ....	Hunker creek. ....		Trace.	Trace.	
437	Quartz, mica schist. ....	Bonanza creek. ....		0.04	"	0 82
438	Quartz, iron stained. ....	Lepine creek. ....		0.20	"	4 13
439	Crushed sample. ....	Violet group. ....		0.40	"	8 26
439 B	"	"		0.04	"	0 82
439 C	"	"		Trace.	"	
440	Mica schist, talcum. ....	Bonanza creek. ....		0.08	"	1 65
440 A	"	"		0.08	"	1 65
441	Lead (shots) ....	Lovett gulch. ....	Pb. 93			74 40
442	Quartzite. ....	Stewart river. ....		Trace.		
442 A	Quartzite. ....	Stewart river. ....		Trace.		
442 B	Quartz. ....	"		0.27	Trace.	5 53
443	Crushed sample. ....	Yukon river. ....		0.10	"	2 06
444	Copper pyrites. ....	Pelly river. ....		Trace.	2.50	1 25
444 A	"	"	Cu. 14.3			28 60
445	Quartz, iron stained. ....	Lepine creek. ....		0.16	Trace.	3 30
445 A	"	"		0.14	"	2 89
445 B	"	"		0.14	"	2 89
445 C	"	"		0.33	"	6 82
446	Quartz, iron pyrites. ....	Klondike river. ....		0.30	5.00	8 70
447	Quartz with galena. ....	Violet ledge. ....		0.25	7.20	8 76
448	Quartz. ....	Forty Mile river. ....		0.28	Trace.	5 78
449	Quartzite, iron pyrites. ....	Gold Run creek. ....		0.19	"	3 94
450	Graphitic schist. ....	Bonanza creek. ....		0.12	"	2 27
450 A	Quartz. ....	"		Trace.		
451	Iron pyrites. ....	Stewart river. ....		0.19	"	3 92
452	Quartz, mica schist. ....	Indian river. ....		0.30	"	6 20
453	Calcareous rock. ....	Hunker creek. ....		Trace.		
454	Quartz. ....	Lepine creek. ....		0.42	"	8 78
455	Copper pyrites. ....	Sulphur creek. ....				
455 A	"	"	Cu. 0.90			1 80
455 B	Copper glance with Pb. S. ....	"		0.20	2	5 13

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RETURN of the Assay Office at Dawson for the year ended June 30, 1904—*Concluded.*

No. of Assay	Description.	Locality.	Metal.	Per ton.		Value per Ton.
				Gold.	Silver.	
			%	Oz.	Oz.	\$ cts.
455 C	Quartz, copper glance .....	Sulphur creek .....	Cu. 6·3			12 60
455 D	Quartz, iron stained .....	" .....		0·70	Trace.	14 47
456	Serpentine rock .....	Quartz creek..				
456 A	Mica schist .....	" .....				
389	Galena .....	Klondike river .....	Pb. 70	0·06		56 00
389 A	" .....	" .....		0·06	63	32 74
389 B	Quartz, iron stained .....	" .....		0·6	Trace.	6 20
390	Quartz, iron pyrites .....	Violet group .....		0·10	"	2 06
391	Quartzite .....	Little Blanche .....		0·12	"	2 48
392	Quartz, iron pyrites .....	Violet group .....		0·17	"	3 30
392 A	Crushed sample .....	" .....		0·09	"	1 86
393	Quartz, magnetic iron .....	Bonanza creek .....	W. 3·3			45 54
394	Quartz, iron stained .....	Violet group .....		0·6	Trace.	12 40
394 A	Crushed sample .....	" .....		0·15	"	3 10
395	Quartz, iron stained .....	" .....		0·45	"	9 30
395 A	Gouge matter .....	" .....		0·64	"	13 22
396	Quartz .....	Lepine creek .....		0·10	"	2 06
396 A	Cupellation .....	" .....				
397	Quartz, iron pyrites .....	Violet group .....		0·35	"	7 23
398	Quartz .....	Forty Mile .....		0·20	1·1	4 68
399	Quartz, iron stained .....	Violet group .....		0·10	Trace.	2 06
399 A	Quartz and talcum .....	" .....		0·21	"	4 34
400	Quartz, iron pyrites .....	" .....		0·15	"	3 10
400 A	Quartz and talcum .....	" .....		0·18	"	3 72
401	Quartz .....	Lepine creek .....				
401 A	" .....	" .....				
402	Quartz, iron stained .....	Hunker creek .....		0·22	"	4 54
403	Crushed sample .....	Boucher creek .....	W. 3·4			46 92
404	Quartz porphyry .....	Opposite Dawson .....		Trace.	Trace.	
405	Iron pyrites .....	Hunker creek .....		0·80	"	16 33
406	Crushed sample .....	Violet group .....		0·70	"	14 47
406 A	" .....	" .....		Trace.	"	
407	Quartz, iron stained .....	Gold Run .....		0·36	"	7 52
408	" .....	Portland creek .....		0·20	"	2 06
409	Quartz .....	Clear creek .....		Trace.	"	
410	Quartzite .....	Violet group .....		"	"	
410 A	" .....	" .....		"	"	
410 B	Quartz .....	" .....		"	"	

RETURNS OF THE ASSAY OFFICE, WHITEHORSE, YUKON TERRITORY.

Assays made during month ending December 31, 1903.

No.	Description of Rock.	Location.	Condition of Sample.	Au. per Ton.		Ag. per Ton.		Metals.	Per cent.	Total Value.	
				Oz.	Dwt.	Oz.	Dwt.			\$	cts.
1	Quartz.	Bennett	Average	..	4 12	Trace.	Trace.	..	..	..	..
2	"	"	"	..	Trace.	"	"	..	..	..	..
3	"	"	"	..	"	"	"	..	..	..	..
4	"	"	"	..	"	"	"	..	..	..	..
5	"	"	"	..	Trace.	"	"	..	..	..	..
6	"	"	"	..	Trace.	1	"	..	..	..	..
7	"	"	"	..	Trace.	2	"	..	..	..	..
8	"	"	"	..	Trace.	2	"	..	..	..	..
9	"	"	"	..	"	"	"	..	..	..	..
10	"	"	"	..	"	"	"	..	..	..	..
11	Sulphurets Ag.	Caribou	Selected	..	"	Trace.	16	..	..	..	1 03
12	"	"	"	..	"	"	"	..	..	..	4 96
13	"	"	"	..	"	"	"	..	..	..	966 00
14	Chalcopryite.	Whitehorse.	Average	..	"	1,932	00	..	..	..	214 37
15	"	"	"	..	"	428	15	..	..	..	163 55
16	"	"	"	..	"	327	5	..	..	..	26 27
17	"	"	"	..	"	"	"	Cu	10.511	..	35 67
18	Bornite.	"	"	..	"	"	"	Cu	14 272	..	33 98
19	"	"	"	..	"	"	"	Cu	13 556	..	45 72
20	"	"	"	..	"	"	"	Cu	18.292	..	49 35
21	"	"	"	..	"	"	"	Cu	19.792	..	45 665
22	Quartz and sulph.	"	"	..	"	"	"	Cu	114 16	..	116 13
23	"	"	"	..	"	"	"	Cu	46.456	..	47 13
24	Chalcocite.	"	"	..	"	"	"	Cu	18.897	..	5.511
25	Bornite.	"	"	..	"	"	"	Cu	5.511	..	7.047
	Assays, Au, Ag		Selected	..	"	"	"	Cu	63.385	..	158 46
	" Cu		Average	..	"	"	"	Cu	29.133	..	72 82
	Totals assays			..	"	"	"	Cu		..	



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## Assays made during month of February, 1904.

1	Quartz.....	Bullion creek.....	Average.....	Trace.....	16	Trace.....	8 00
2	".....	Caribou.....	".....	".....	Trace.....	".....	".....
3	".....	".....	".....	".....	".....	".....	2 00
4	".....	".....	".....	".....	4	".....	16 06
5	Chalcopyrite.....	Livingstone creek.....	".....	".....	10	Cu.....	".....
	Assays, Au., Ag..... 5			2			
	" Cu..... 1						
	Total assays..... 6						

## Assays made during month of March, 1904.

1	Quartz.....	Kimberley creek.....	Average.....	Trace.....	2	Trace.....	2 06
2	".....	".....	".....	".....	".....	".....	".....
3	".....	".....	".....	".....	".....	".....	".....
4	".....	".....	".....	".....	".....	".....	".....
5	Sulphides Cu.....	Livingstone creek.....	".....	".....	1-15	12-216	29 88
6	".....	".....	".....	".....	1-10	14-285	35 28
7	Bornite.....	Whitehorse.....	".....	".....	2 12	20-867	54 51
8	".....	".....	".....	".....	3 12	10-299	29 90
9	".....	".....	".....	".....	2 18	10-103	28 93
10	".....	".....	".....	".....	4	10-176	26 94
11	Schist.....	White river.....	".....	Trace.....	3 18-12	".....	1 50
12	".....	".....	".....	".....	1	".....	".....
13	".....	".....	".....	".....	2 12	".....	".....
14	Quartz.....	Whitehorse.....	".....	Trace.....	Trace.....	".....	148 82
15	Chalcocite.....	".....	Selected.....	4 16	".....	Cu.....	1 61
16	Schist.....	Little Salmon.....	Average.....	".....	2-12	".....	".....
17	Conglomerate.....	Kilwaney lake.....	".....	1-12	".....	".....	".....
18	Bornite.....	Whitehorse.....	Selected.....	".....	10	Cu.....	117 44
	Assays, Au., Ag..... 18			1			
	" Cu..... 8						
	Total assays..... 26						

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## ASSAYS made during month of April, 1904.

No.	Description of Rock.	Location.	Condition of Sample.	An. per ton. Oz. Dwt.	Ag. per ton. Oz. Dwt.	Metals.	Per Cent.	Total Value. \$ cts.
1	Quartz.....	Fish river.....	Average.....	Trace.	Trace.	Cu.	9.208	23 02
2	".....	".....	".....	"	2	Cu.		
3	".....	".....	".....	"	1.12	Cu.		
4	Schist.....	Little Salmon.....	".....	"	10	Cu.	11.428	26 60
5	Conglomerate.....	Pelly river.....	".....	"	Trace.			
6	Quartz.....	White Horse.....	".....	"	1			
7	Chalcopyrite.....	".....	".....	"	10	Cu.	18.571	45 45
8	Quartz.....	".....	".....	"	1			
9	".....	".....	".....	"	Trace.			
10	".....	".....	".....	Trace.	1.12			
11	".....	".....	".....	"	Trace.	Cu.	Trace.	
12	Chalcocite.....	".....	Selected.....	"	5	Cu.	57.989	147 67
13	Quartz.....	".....	Average.....	"	Trace.	Cu.		
Assays, An., Ag.....								
" Cu.....								
Total assays.....								

## ASSAYS made during month of May, 1904.

No.	Description of Rock.	Location.	Condition of Sample.	An. per ton. Oz. Dwt.	Ag. per ton. Oz. Dwt.	Metals.	Per Cent.	Total Value. \$ cts.
1	Chalcopyrite.....	White Horse.....	Average.....	Trace.	1	Cu.	8.571	22 22
2	Bornite.....	".....	Surface rock.....	"	6	Cu.	15.000	40 65
3	".....	".....	".....	1.12	2	Cu.	10.227	27 96
4	Chalcopyrite.....	".....	Average.....	1.6	5	Cu.	13.067	34 19
5	Bornite.....	".....	".....	Trace.	2	Cu.	31.818	83 61
6	Quartz.....	".....	".....	"	3.12			
7	".....	".....	".....	"	4.9			
8	".....	".....	".....	0.15	4			
9	Sulphides, Fe.....	".....	".....	0.12	3	Cu.	.864	0 74
10	".....	".....	".....	Trace.	3	Cu.	1.111	3 30
11	Quartz.....	".....	Surface rock.....	"	1	Cu.	2.392	7 88
12	Sulphides, Fe.....	".....	Crushed.....	0.16	15	Cu.	1.724	0 77
13	Quartz.....	".....	Average.....	Trace.	9	Cu.	19.540	3 28
14	".....	".....	".....	3	4	Cu.	40.229	58 05
15	Chalcopyrite.....	".....	".....	"	7	Cu.		
16	Bornite.....	".....	Selected.....	3				

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17 Quartz.	"	Average.	Trace.	Trace.
18 "	"	"	"	"
Assays, A.L., Ag.	18			
" Cu.	11			
Total assays.	29			

1 Quartz.	Wheaton Valley.	Average.	Trace.	Trace.
2 "	"	"	1.6	8
3 "	"	"	1.8	6.16
4 Galena.	"	"	1	5
5 "	"	"	1.8	8.16
6 Quartz.	"	"	2	6
7 "	"	"	1.8	6.16
8 "	Bennett.	"	Trace.	19
9 "	"	"	0.18	5.6
10 "	Nares Lake, Caribou.	"	2	7
11 "	"	"	4	15
12 Galena.	"	Selected	8.16	13.8
13 Quartz.	"	Average.	2	8
14 Zinc blende.	"	Selected	7.8	7.16
15 Galena.	"	"	12	4
16 Bullion.	Fourth of July creek.	Placer Au.	\$17.125	per oz.
17 Granite.	Bullion creek.	Average.	1.8	5
18 Chalcopyrite.	White Horse.	"	3	15
19 Quartz.	"	"	1	7
20 Native copper.	"	"	1	3
21 Bornite.	Bullion creek.	Placer Cu.	Trace.	Cu
22 "	White Horse.	Average.	"	Cu
23 Cinnabar.	"	"	2	8
24 Bullion.	Livingstone creek.	Float.	\$18.061	Hg
25 Sulphides Fe.	Bullion creek.	Placer Au.	Trace.	per oz.
	"	"		
Assays, Au., Ag.	24			
" Cu.	3			
" Zn.	1			
" Hg.	1			
Total assays.	29			



## APPENDIX.

### BRIEF ACCOUNT OF AN ELECTROLYTIC METHOD FOR PRODUCING BICALCIC PHOSPHATE FOR USE AS A FERTILIZER OUT OF UNSERVICEABLE RAW PHOSPHATE.

It is a well-known fact that large quantities of raw phosphate occur which are not available for the production of superphosphate, either by reason of their low percentage of phosphoric acid, or on account of other drawbacks attaching to them. That is the case with phosphorites and apatites containing less than 50 per cent of tricalcic phosphate; also with raw material containing a high percentage of iron, whether the iron occurs in combination with phosphoric acid or in the form of magnetite or hematite (in products of magnetic separation). The method here described is for producing at a profitable rate a thoroughly satisfactory phosphoric acid fertilizer out of the above-indicated raw products. The method is protected by patent rights.

#### I.—GENERAL FEATURES OF THE METHOD.

In an apparatus expressly adapted for the method, a solution of chlorate or perchlorate of sodium is electrolyzed. In the anode chamber an acid is thereby generated—chloric or perchloric acid—and in the cathode chamber a solution of caustic soda. The electrolysis is continued until a certain quantity of the dissolved salt has been separated into acid and alkali. The anode and the cathode solutions are led off into separate receivers. The acid anode solution is then allowed to work in a dissolving battery upon raw phosphate, in which process the phosphate is dissolved. Into the solution thus obtained the alkaline cathode solution is introduced, the whole being meanwhile kept vigorously stirred, until the liquid bears evidence of a slightly acid reaction; to obtain that result about half the cathode solution is required. In the process, bicalcic phosphate falls as a finely crystalline precipitate, which is drained off by filtration and washed. The filtrate, which contains one-third of the lime originally dissolved, but hardly any phosphoric acid, now has added to it the remainder of the cathode solution, whereupon the greatest part of the lime in the solution is precipitated as hydrate; by the introduction of some carbonic acid the rest is precipitated as carbonate; the lime precipitation is allowed to settle. The solution remaining above it is then drawn off. The original electrolyte is regenerated by its means and enters again the electrolyzing apparatus.

#### II.—THE RAW MATERIAL AND ITS UTILIZATION.

In applying the method, both phosphorites and apatites of very varying origin (*e.g.* those obtainable from Sweden, Norway and France, and also insular phosphate) have been employed. The percentage of phosphoric acid has varied between 9 and 40, corresponding to a variation of from 20 per cent to 88 per cent of tricalcic phosphate, without that, however, having any effect upon the course of the process. The raw material may be in a finely pulverized state, but not necessarily so, for raw phosphate has been used in lumps of a diameter of as much as 5 cm. The phosphate of lime present in the raw material is completely dissolved, provided, that is to say, that no grains of phosphate are embedded in silicates or other insoluble minerals, which may occur if the crushing has not reduced the raw material to fairly small-sized lumps.

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Out of the amount of acid generated per ampere-hour, 1.33 grammes of tricalcic phosphate is dissolved. The voltage required is about 5 volts per cell. The phosphoric acid remaining in the solution, on the precipitation of bicalcic phosphate, is about 1 per cent of that present originally in the raw material.

Of the silicates or iron ore (oxides of iron) mingled in the raw phosphate no appreciable quantity is dissolved.

If the raw phosphate contains carbonate of lime, it is dissolved by the acid simultaneously with the phosphate, chlorate (perchlorate) of lime, and carbonic acid being formed and the latter disappearing; consequently, the consumption of acid is rendered greater by the presence of the carbonate of lime, which is, from an economical point of view, a disadvantage. In this process, 1 per cent of carbonic acid in the raw material involves practically the same amount of consumption of acid, or of energy, as 1 per cent of phosphoric acid. On the subsequent addition, however, of the alkaline cathode solution, the same high-percentage bicalcic phosphate is precipitated. Consequently, an equally excellent fertilizer is obtainable out of raw phosphate containing carbonate as out of that free from it, though at an expenditure of more acid or of more electric current. In any case, by the electrolytic method it will be possible to make use of raw phosphates containing more carbonate than is the case in the manufacture of superphosphate; on the other hand, they are not the most suited to be first resorted to.

## III.—THE NATURE OF THE ELECTROLYTE.

With reference to the electrolyte, the salt used should be of such a nature that its acid may yield in conjunction with lime an easily soluble salt and of a kind which is not subject to change during electrolysis. As electrolytes solution of perchlorate of sodium or chlorate of sodium are suitable, or else mixtures of those salts, the presence of other salts, for instance chloride, in small quantities is of no account.

Both these salts are thoroughly suited to the purpose, perchlorate of sodium being the best that could be desired. Both chlorate and perchlorate of sodium are exceedingly easily soluble salts—1 part of chlorate of sodium being soluble in 1.05 parts of water at an ordinary temperature, while perchlorate of sodium is still more easily soluble; that is of importance, inasmuch as the washing of the precipitated bicalcic phosphate is thereby rendered considerably easier.

A slight loss of the electrolyte by spilling in the process of washing, &c., always occurs. The amount of that loss will not exceed a value of \$1.50 per ton of the finished article, if perchlorate is employed.

## IV.—THE COMPOSITION OF THE PHOSPHATE AND ITS VALUE AS A FERTILIZER.

The normal percentage of phosphoric acid ( $P_2O_5$ ) soluble by citrate, contained in the bicalcic phosphate produced by the electrolytic method, is about 34, irrespective of the character of the raw material. The quantity of the phosphoric acid soluble by citrate has been determined in accordance with the method officially recognized for that purpose in Germany. As the quantity of phosphoric acid soluble by citrate in the bicalcic phosphate obtained constitutes about 95 per cent of all the phosphoric acid in the product the total percentage of phosphoric acid in the bicalcic phosphate works out at 35.8 on an average.

Extensive experiments in cultivation with the aid of bicalcic phosphate, prepared by the electrolytic method, have been carried out by Professor H. G. Söderbaum, Chemist to the Swedish Royal Academy of Agriculture. Exhaustive reports of the results of these experiments are to be found in 'Meddelanden från K. Landbruksakademiens Experimentalfält,' Nos. 75 and 78 (1902 and 1903), and a report of experiments in the cultivation of oats is given in 'The Experiment Station Record,' edited



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by the United States Department of Agriculture, Washington, D.C., Vol. XIV., No. 10, pages 951-2 (1903). In these comparative experiments in cultivation the amounts used of superphosphate and bicalcic phosphate have been so determined, that equal weights were used, per superficial unit of soil, of phosphoric acid soluble by citrate from bicalcic phosphate and of phosphoric acid soluble by water from superphosphate.

The result of the experiments in cultivation is that the phosphoric acid soluble by citrate in the bicalcic phosphate proves to possess the same fertilizing value as the phosphoric acid soluble by water in the superphosphate, and consequently the same value as a trade product. That result might, indeed, have been foreseen, inasmuch as it is probable that the superphosphate in the soil is rapidly transformed into bicalcic phosphate through the agency of the compounds of lime present there. Retrogradation of soluble phosphoric acid in the bicalcic phosphate does not occur.

#### V.—COST OF PRODUCTION.

In calculation of the cost of production per ton the following items are of importance :—

One electric horse-power produces in a year :

1'73 ton bicalcic phosphate of 36 per cent soluble phosphoric acid ;

Or, 1'95 ton bicalcic phosphate of 32 per cent soluble phosphoric acid.

The percentage of soluble phosphoric acid will vary between 32 and 36 per cent, depending on the degree of dessication, &c. But under given circumstances a product of uniform composition will be obtained with a percentage of phosphoric acid from 32 to 36 per cent ; 95 per cent of the total phosphoric acid will always be soluble by citrate.

The cost for chemicals is small, as they are regenerated.

As a by-product will be obtained about  $\frac{1}{3}$  ton of very good lime for every ton of bicalcic phosphate.

The capital needed amounts to something about \$65 per electric horse-power used in the fabrication when a plant of at least 2,000 electric horse-powers is supposed. In manufacture on a larger scale the capital needed will be comparatively smaller. In this calculation it is supposed that the electric power is hired, and consequently the cost for the electric power plant is not included.

#### VI.—THE SUPERIOR ADVANTAGES OF THE ELECTROLYTIC METHOD.

The merits of the electrolytic method are as follows :—

(a.) It admits of the use of cheap low-percentage raw phosphate, not suitable for the superphosphate industry.

(b.) By it a phosphate containing about 34 per cent of soluble phosphoric acid is obtained, even from low percentage raw material.

(c.) Freightage for a given quantity of phosphoric acid in the finished article is only about half that in the case of ordinary superphosphate.

(d.) Retrogradation of soluble phosphoric acid when stored does not occur.

(e.) The raw phosphate need not be reduced to a finely powdered state.

(f.) Bicalcic phosphate can be employed as a fertilizer on all kinds of soil, even on sandy and boggy land, where superphosphate is out of the question.

WILLIAM PALMAER,

*Director of the Electrochemical Laboratory.*

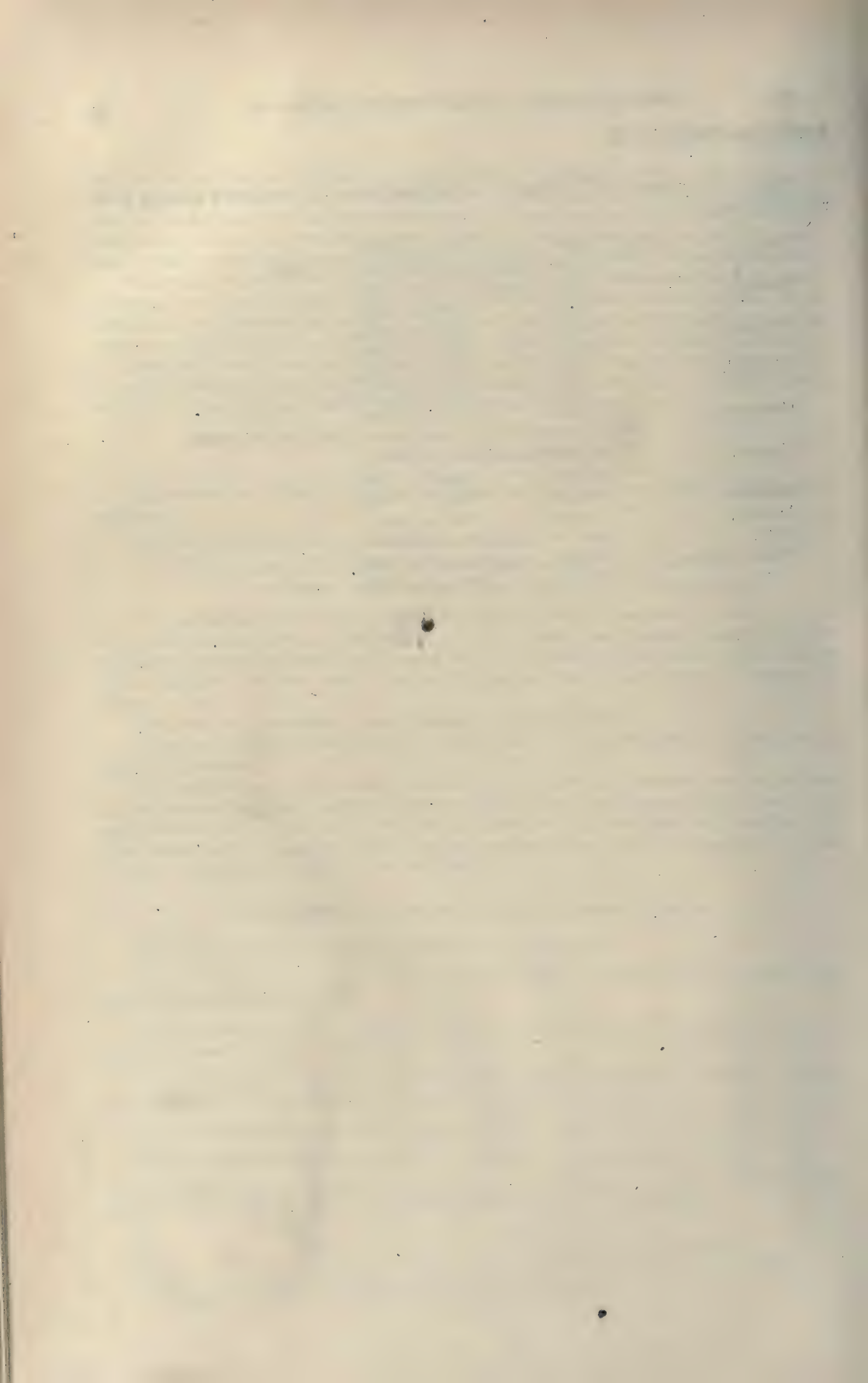
TECHNICAL COLLEGE, STOCKHOLM, February 16, 1904.



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List of the patents of W. Palmaer (electrolytic method of producing manure from raw phosphates) :—

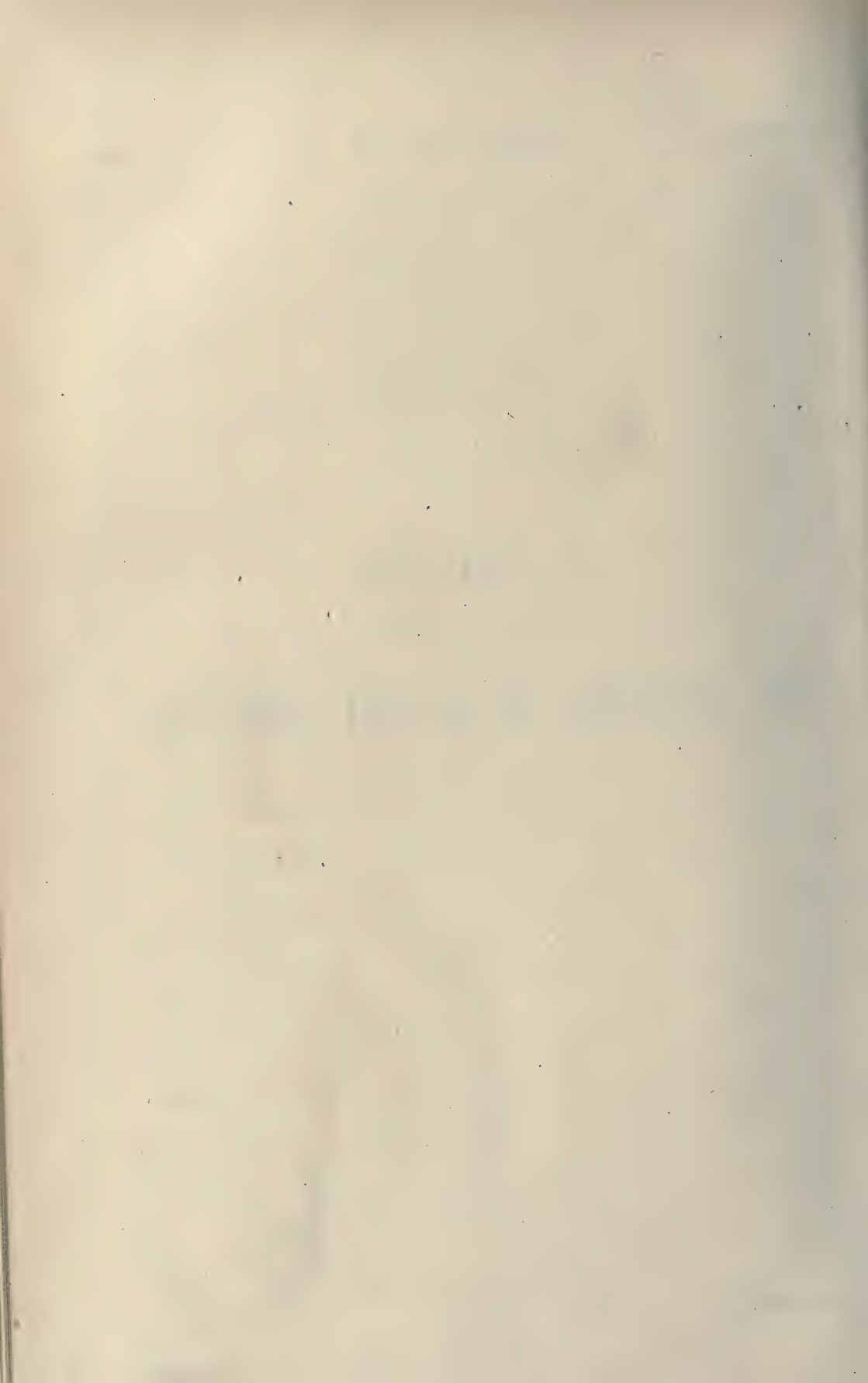
Canada,	—No.	73,657,	issued	Nov. 5,	1901.
"	"	103,548,	application	filed	Jan. 3, 1903.
Sweden,	"	12,010,	issued	Jan. 31,	1901.
"	"	15,755,	"	April 30,	1903.
Norway,	"	9,621,	"	June 24,	1901.
"	"	11,804,	"	April 27,	1903.
Finland,	"	1,436,	"	Feb. 28,	1901.
"	"	1,951,	"	March 31,	1903.
Germany,	"	146,060,	"	Aug. 25,	1903.
"	"	P. 14,367	IV.-16,	application	filed Dec. 30, 1902.
France,	"	304,394,	issued	Jan. 9,	1901.
"	"	326,917,	"	March 9,	1903.
Belgium,	"	166,712,	"	Nov. 29,	1902.
Austria,	"	15,694,	"	Feb. 4,	1904.
Italy,	"	209,	vol. 182,	Feb. 11,	1904.
United States,	"	707,886,	issued	Aug. 26,	1902.
"	"	748,523,	"	Dec. 29,	1903.



## PART IX

### CHIEF ASTRONOMER AND BOUNDARY COMMISSIONER





## REPORT OF THE CHIEF ASTRONOMER AND BOUNDARY COMMISSIONER.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF CHIEF ASTRONOMER,  
OTTAWA, November 11, 1904.

JAS. A. SMART, Esq.,  
Deputy Minister of Interior,  
Ottawa.

SIR,—I have the honour to submit the following report upon the operations of the Astronomical Branch during the past year.

The astronomical work proper has comprised hitherto the determination of geographical positions chiefly. The reduction of the observations taken in the field is made by the computers in the office. Some few magnetic and gravity observations have been taken also, but not in sufficient number to form an important feature of the work. Time is regularly determined by observation, and a limited distribution of it in the Langevin Block and this building has been carried on. The work in the office comprises, besides the astronomical computations, a large amount of work necessitated by the International Boundary demarcations, for which I hold the office of commissioner.

The correspondence during the year, from June 30, 1903, to June 30, 1904, was:

Letters received.....	881
Letters sent.....	1,096

The proper development of the astronomical work is hindered by the want of a proper building for the installation of instruments, with which is associated a lack of convenience for effective supervision of the work.

The new observatory, when completed, will overcome these difficulties. The building, which will, it is expected, be ready for occupation in a few months, will afford office accommodation for the astronomical staff and that of the International Boundary Surveys. In the dome, the fifteen-inch equatorial telescope has just been erected. The installation of the clocks and of numerous minor instruments will shortly be made. Provision for meridian instruments has not yet been made. These call for a small separate building, the immediate erection of which is demanded, for the determination of the time is the essential prerequisite to all astronomical work.

A feature worthy of mention of the future work of the observatory is the transmission of accurate time to the parliament and department buildings in the city. For this object an appropriation was made by parliament at its last session. It is proposed to distribute the time by electricity, with a master-clock situated in the observatory, and a clock synchronized by this in each of the buildings where time is to be furnished. These secondary clocks will each drive by electricity as many dials as are desired.

A small number of dials, operated by a system of this kind, has been, as already mentioned, in operation for some time. A brief description of the system may not be out of place here.

In the basement of the Supreme Court Building are set up two clocks, one regulated to sidereal and one to mean time.

The sidereal clock is connected by wire with a chronograph placed in the transit shed on Cliff street, alongside the transit instrument. This enables star transits to

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be recorded upon the chronograph, and thereby the error of the sidereal clock to be determined.

The mean-time and sidereal clocks are both connected by wire with the Langevin Block and this building.

Through the wires an impulse is given at each beat of the mean-time pendulum to the pendulums of two clocks, one in each of the buildings mentioned. These impulses force the pendulums to beat synchronously with the master-clock. The system by which this is effected is the invention of the late Professor A. Cornu, and the mechanism in use, including the master and the two controlled clocks, was made by Borrel, of Paris. Each controlled clock carries a bar magnet at the lower end of its pendulum. This magnet passes, when the pendulum moves to the right through a solenoid which carries the controlling current. When the pendulum swings to the left, the magnet passes through a copper cylinder, which has the purpose of damping the oscillations, and thereby rendering the controlling impulse paramount over the natural period of the pendulum.

The two controlled clocks each drive, by independent circuits, a number of dials operated each minute by an electromagnet.

As has been stated, the sidereal clock is connected also by wire with this building. To avoid multiplicity of wires through the city, the same wires as those carrying the synchronizing current from the mean-time clock are used to carry the beat of the sidereal clock. This is effected without confusion of signals by the use of a 'diplex' arrangement. The wires here come to a switchboard, which is provided with an ammeter for testing the strength of the currents, and with a Morse recorder, by which the beats of the two clocks can be recorded on the tape, and thereby a comparison made.

On the switchboard there is also a switch by means of which a current can be sent in either direction to regulate the mean-time master-clock in the basement of the Supreme Court building. This clock is provided with a permanent magnet on the pendulum, which swings with it over an electromagnet placed below. The passage of a current in a direction to make the electromagnet attract the permanent magnet accelerates the pendulum; if in the opposite direction, retards it.

Provision is also made for the receipt of an hourly signal from the clock in the Langevin Block.

This apparatus enables all the operations to be conducted in the office, except the observations themselves, and thereby obviates as much as possible the inconvenience of having observing station, clock room and office so far apart. The observer takes his observations at night, brings his chronograph record sheet to the office in the morning, and there works out his observations. This gives the error of the sidereal clock. A comparison is then made by means of the switchboard between the sidereal and the mean-time clock. If the mean-time clock is found to be in error, the small correction necessary is made by turning the switch to the right or left.

This service was put in experimentally. It has proved generally satisfactory, though it will receive certain modifications when the completion of the new building renders possible a more comprehensive scheme.

The field astronomical work of the determination of geographical positions was inaugurated by the Department of the Interior in connection with the surveys of Dominion Lands some thirty years ago. In the extension over the wide stretches of the north-western plains of the initial meridians, base lines, &c., of the Dominion Lands Survey system, observations for latitude were made by the writer and others, for the purpose of checking the long distances measured with the chain. Checks in longitude were not attempted, for the reason that the absence of telegraphic communication in those days rendered precise determinations impossible.

In 1885 the survey of the railway belt in British Columbia called for the determination of a number of points upon which the rectangular Dominion Lands system might be framed. The telegraph was at that time available, connecting Seattle, the longitude of which had been determined by the United States Coast and Geodetic Sur-



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vey, with points along the western end of the Canadian Pacific Railway, then under construction. The use of this connection for determining certain longitudes in British Columbia marks the initiation of the systematic determination of geographical positions in the Dominion.

The history of the subsequent extension of the latitudes and telegraphic longitudes into the North-west Territory and Manitoba, and, after an interval of several years, into the provinces of Ontario and Quebec, need not be detailed here.

Thanks are due to the telegraph companies, Canadian Pacific Railway, Great North-western, Canada Atlantic and Grand Trunk, for their co-operation in this work by affording free use of their lines for the exchanges of time, and to the officials of the companies for their cordial assistance in carrying out the arrangements.

A list of results from 1885 to date is annexed to this report, with a description of the stations observed at. (Appendix 1.) A full report on these determinations, with description of methods will be made at a later date.

The greater number of stations named in the list have been observed for cartographical purposes, several of them at the request of other departments of the public service. The absence of a general survey of Canada makes such determinations necessary for accurate map-making.

In 1892, the government of Canada co-operated with the Imperial government in a determination of the longitude of Montreal direct from Greenwich, which was carried out under the direction of the Astronomer Royal. The assistance given by this government had been asked for by the Royal Society of Canada, who in their memorial pressed the need of the work from a marine point of view especially, in the interests of shipping, pointing out its imperial and international importance in that respect.

In the summer of 1902, as the new Pacific cable was approaching completion, I pointed out to the Minister that an opportunity would thereby be afforded to extend our chain of longitudes from Vancouver (which had been connected with Ottawa and Montreal in 1896) across the Pacific to Australia and New Zealand, and that the value to shipping of accurate positions on the Pacific would be even greater than on the Atlantic, while the completion of the first longitude circuit of the globe would be itself a notable achievement, which would be to the credit of Canada.

The Minister having authorized the work, it was placed in charge of Dr. Klotz, who had taken part as an observer in the Greenwich-Montreal determination of 1892. With him on this work was associated Mr. Werry, of this office, as the other observer, who occupied alternate stations with Dr. Klotz. The work was begun early in 1903. A preliminary report by Dr. Klotz is appended. (Appendix 2.) A full report is in preparation.

The work of the re-survey and monumenting of the international boundary line between the state of New York and the province of Quebec was completed in 1902 and 1903, the operations of the latter year comprising certain astronomical observations by Mr. C. A. Bigger, of this office. The complete report of these operations is appended. (Appendix 3.) The expense was borne jointly by the Dominion of Canada and the state of New York.

At the present time I have the honour of holding the office of commissioner on behalf of His Majesty for the re-survey and demarcation of the international boundary line between Canada and the United States from Lake Superior to the Pacific Ocean, and for the demarcation of the Canada-Alaska boundary line, under the Award of the London Tribunal of 1903. For the latter the United States Commissioner is Mr. O. H. Tittmann, Superintendent of the United States Coast and Geodetic Survey. For the former there are two commissioners for the United States, Mr. Tittmann and Dr. Walcott, Director of the United States Geological Survey.

The field operations on the Lake Superior-Pacific line have been confined this season, as they were last, to the portion west of the Rocky mountains. They are being carried on by United States and Canadian survey parties, the latter under the direc-

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tion of Mr. J. J. McArthur, of this office. The line is being marked with monuments of aluminum bronze.

The demarcation of the Alaska line, likewise carried on as a joint survey, has been proceeded with in the region about the head of Lynn canal, and at the crossing of the Stikine river.

In the former locality, two Canadian parties have operated under the direction of Mr. C. A. Bigger, of this office, and in the latter, one under Mr. Geo. White-Frazer, D.T.S. The line is being defined by bronze monuments.

Accompanied by the United States commissioner, I visited, this summer, the head of Portland canal. Here we agreed upon the point intended by the Tribunal as the point 'C' mentioned in the award, which is the initial point of the land boundary. This point we marked with a bronze monument.

I have the honour to be, sir, your obedient servant,

W. F. KING,  
*Chief Astronomer and Commissioner.*



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## APPENDIX I TO THE CHIEF ASTRONOMER'S REPORT OF 1904.

## ASTRONOMICAL POSITIONS.

Place.	Year.	Latitude.	Longitude.	Longitude.
		° ' "	h. m. s.	° ' "
Victoria.....	1885.....	48 25 31·38	8 13 26·8	123 21 42·0
Kamloops.....	1886.....	50 40 39·02	8 01 18·8	120 19 42·0
Port Moody.....	1885.....	49 16 29·55	8 11 26·7	122 51 40·5
Revelstoke.....	1886.....	51 00 11·25	7 52 49·8	118 12 27·0
Field.....	1886.....	51 23 38·58	7 45 59·8	116 29 57·0
Calgary.....	1886.....	51 02 39·21	7 36 15·1	114 03 46·5
Winnipeg (1888).....	1896.....	49 53 51·53	6 28 33·902	97 08 28·530
Wapella.....	1887.....	50 15 45·79	6 47 53·1	101 58 16·5
Port Arthur.....	1887.....	48 26 01·66	5 56 51·6	89 12 54·0
Kalmar.....	1887.....	49 46 21·96	6 19 51·2	94 57 48·0
Edmonton.....	1888.....	53 31 58·81	7 34 01·8	113 30 27·0
Onion Lake.....	1888.....	53 43 07·73	7 20 00·7	110 00 10·5
Mattawa.....	1890.....		5 14 49·0	78 42 15·0
Ottawa.....	1896.....	45 25 21·78	5 02 50·022	75 42 30·330
Port Stanley.....	1896.....	42 39 52·73	5 24 50·9	81 12 43·5
*N.W. Angle of Lake of the Woods (meridian of).....	1897.....		6 20 36·5	95 09 07·5
*4th Mer. 14th Corr. Line.....	1888.....	53 42 54·27	7 20 01·0	110 00 15·0
*5th Mer. 14th Base.....	1888.....		7 36 00·0	114 00 00·0
*5th Mer. S. 13-14 T. 24.....	1886.....	51 03 10·43	7 36 00·1	114 00 01·5
†Montreal U. S. C. & G. S. Report.....	1897.....		4 54 18·634	73 34 39·510
*Principal Mer. 4th Base.....	1872-1896.....		6 29 50·0	97 27 30·0
*2nd Mer. S. 13-14 T. 15.....	1887.....		6 48 01·1	102 00 16·5
Chalk River.....	1900.....	46 00 52·32	5 09 48·6	77 27 05·0
Canoe Lake.....	1900.....	45 34 41·55	5 14 54·8	78 43 42·0
Wilno.....	1900.....	45 30 54·46	5 10 14·8	77 33 42·0
Rose Point.....	1900.....	45 19 00·73	5 20 09·9	80 02 28·5
Owen Sound.....	1900.....	44 33 56·42	5 23 46·7	80 56 40·5
Rayside.....	1900.....	46 32 47·45	5 24 22·6	81 05 39·0
Vancouver.....	1900.....	49 17 48·0	8 12 28·368	123 07 05·520
* West Lynne applying connection (1872-74) with Winnipeg.....			6 28 56·8	97 14 12·0
* West Lynne by Boundary Survey Report 1872-1874.....			6 28 55·4	97 13 51·0
White River.....	1902.....	48 35 11·53	5 41 07·6	85 16 54·0
Midway.....	1901.....	49 00 40·5	7 55 09·0	118 47 15·0
Three Rivers.....	1902.....	46 20 37·09	4 50 08·6	72 32 09·0
Portneuf.....	1903.....	46 42 33·44	4 47 34·1	71 53 31·5
Woodstock.....	1903.....	43 08 07·62	5 23 04·6	80 46 09·0
Covey Hill.....	1903.....	45 01 13·35		
†Cobourg.....	1904.....	43 57 51·4	5 12 39·5	78 09 52·5
Harriston.....	1904.....	43 54 52·40	5 23 29·2	80 52 18·0
Beeton.....	1904.....	44 04 47·7	5 19 07·6	79 46 54·0
Guelph.....	1904.....	43 32 43·7	5 21 00·6	80 15 09·0
Orillia.....	1904.....	44 36 28·5	5 17 40·1	79 25 01·5

\* Not directly observed. See "Local Positions of Astronomical Stations."

† From Mr. Schott's adjustment of the longitude "net" of the Coast and Geodetic Survey.

‡ The longitude is taken from Transactions of the Royal Society of Canada, 1888.

## LOCAL POSITIONS OF ASTRONOMICAL STATIONS.

*Victoria, 1885.*—The astronomical station was situated 7 feet 5 inches east of Broad street and 17 feet 6 inches south of View street, being in the northwest corner of the garden of the Driard hotel.

P.S.—Subsequently the hotel was extended to Broad street.



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*Kamloops, 1885.*—The astronomical station was on the intersection of the middle lines of Victoria avenue and Fifth street of the new town site.

*Port Moody, 1885.*—The astronomical station was 80 feet south of the centre line of the Canadian Pacific Railway, 28 feet 10 inches southwest from a lot-stake marked L. 18, and 25 feet 6 inches west from the centre of the plank road leading across the railway to the Elgin hotel.

*Revelstoke, 1886.*—The astronomical station was 134 feet 10 inches to the north of the centre line of the Canadian Pacific Railway, and 128 feet 8 inches on a course north  $37^{\circ} 29'$  east from Canadian Pacific Railway traverse station No. 1,064 of the year 1886.

*Field, 1886.*—The astronomical station was situated on the north side of the Canadian Pacific Railway track near and west of the Canadian Pacific Railway hotel then building. It was distant 68 feet 8 inches from Canadian Pacific Railway traverse station No. 93 in the year 1886.

*Calgary, 1886.*—The astronomical station was 1 chain 56 links south of the centre line of the main line of the Canadian Pacific Railway, and 2 chains, 49 links north of the northeast corner of town lot No. 11 in block 69. The meridian through the observatory passed  $37\frac{1}{2}$  links east of said northeast corner of lot 11.

*Winnipeg, 1888.*—The astronomical station (of 1888 and subsequently occupied in 1896) was situated on the Dominion government lot lying between Princess and King streets, and east of Notre Dame street.

*Wapella, 1887.*—The position of the astronomical station was on a knoll south of the Canadian Pacific Railway and 5 chains, 85 links southwesterly from the southwest corner of the railway station. It was definitely fixed by triangulation from the Second Meridian of the Dominion Lands survey.

*Port Arthur, 1887.*—The astronomical station was situated on vacant ground to the north of Arthur street, and distant 1 chain, 34 links from the intersection of the south side of Arthur street with the west side of South Water street, and 86 links from and at right angles to the west rail of the Canadian Pacific Railway main line. Due south of station  $81\frac{1}{2}$  links a hole was drilled and filled with lead as a future reference point.

*Kalmar, 1887.*—The position of astronomical station was on the sloping hillside, west of the station, since rebuilt, and on the north side of the Canadian Pacific Railway due north 88 feet  $5\frac{1}{2}$  inches from the centre line thereof.

*Edmonton, 1888.*—Here it was intended to occupy the Dominion Lands Survey latitude station (King) of 1877, but that being impracticable on account of excavation made there, the situation was established (observatory building) 70.2 feet southeast thereof, the azimuth being  $120^{\circ} 07'$ .

*Onion Lake, 1888.*—The astronomical station was situated 4 chains in azimuth  $95^{\circ} 31'$  from the point on survey line of Fourth Meridian, 19.685 chains north of the southeast corner of township 55, and 3 feet south of the government telegraph line (the wire running over the observatory).

*Ottawa, 1896.*—Observatory at the northerly end of lot No. 7 on the north side of Cliff street, and at the edge of the perpendicular cliff overlooking the Ottawa river.

*Port Stanley, 1896.*—The position of the astronomical station was on the property

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known formerly as a 'Ship-yard' lying along the east side of Kettle creek, and to the west side of lots 1, 2 and 3 fronting on the west side of Main street.

*Northwest Angle, 1897.*—By a special survey in 1897 a meridian was run north from the international boundary monument at the Northwest angle of the Lake of the Woods, and a traverse made from the intersection of that meridian with the Canadian Pacific Railway, along the railway eastward to Kalmar where a connection was made between the traverse line and the position of the Kalmar astronomical station of 1887. The latter was found to be 45'310 seconds east of that meridian.

*Fourth Meridian, 1888.*—The longitude of this meridian was determined for the 14th Correction Line by referring it to the astronomical station, Onion lake, situate about 20 chains to the north of the Correction Line. By linear measure the Fourth Meridian, as found on the ground, was 0'291 second (of time) west of the observatory.

*Fifth Meridian, 1886.*—Connecting Calgary with the Fifth Meridian. The position of this meridian east of Calgary was determined by a triangulation from the astronomical station at Calgary.

*Connection of Edmonton with Fifth Meridian.*—The 14th Base Line (Aldous, 1879) intersects the meridian of astronomical station (King, 1877) at Edmonton at 298'45 chains west of the northeast corner of township 52, range 24, west of the Fourth Meridian (old system). The Fifth Meridian was placed (Aldous) at 452'185 chains west of the northeast corner of township 52, range 27, after correction for sea level for measurement from Fourth to Fifth Meridian.

*Principal Meridian at Fourth Base, 1872-1896.*—In connection with the international boundary survey (1872-4) of the 49th parallel, the telegraphic determination of the longitude of West Lynne was made by exchange of signals with the Chicago Observatory. Major Anderson and Mr. Lindsay Russell were the observers at West Lynne and Chicago respectively. Stations were not exchanged nor observations for personal equation taken. By linear measure along the boundary westward from West Lynne to the Principal Meridian, the longitude of the latter at that point was found, and subsequently by a careful re-running (in azimuth) of the meridian, the longitude of the iron bar on the Fourth Base Line. From this bar a triangulation (1874) was carried to Winnipeg to the flag pole on the north gate of Fort Garry, and this, in 1887, was connected by triangulation with a temporary observatory near the Canadian Pacific Railway station, and this in turn with the observatory of 1888 and subsequent years.

*Second Meridian, 1887.*—A triangulation was made in 1887 between the Second Meridian as defined on the ground and the astronomical station at Wapella, and the longitude of the former deduced from the latter.

*Chalk River, 1900.*—The astronomical station was on a slight knoll on the sandy expanse south of the Canadian Pacific Railway track and distant 1885'7 feet on a course south 56° 15' east from the original post on the north side of the road allowance between concessions 8 and 9 and between lots 1 and 2 in the township of Buchanan; it is also distant 457'6 feet due south from the centre line of the main line of the Canadian Pacific Railway.

It may be mentioned that the old or first Canadian Pacific Railway station was considerably east (several miles) of the present one.

*Canoe Lake, 1900.*—The astronomical station was 371 feet due south of the centre line of the Ottawa and Parry Sound Railway; 526 feet due west from the division line between lots Nos. 20 and 21 in the 14th concession in the township of Peck.



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*Wilno, 1900.*—The astronomical station was 766 feet due north of the centre line of the Ottawa and Parry Sound Railway and 653 feet on a course N.  $73^{\circ} 38'$  W. from the intersection of the lines separating the 4th and 5th concessions of the townships of Sherwood and Hagarty.

*Rose Point, 1900.*—The point of observation is on the north side of the railway track in the southeast corner of the garden of the Rose Point Hotel and 50 feet east of the road leading to the village of Parry Harbour. It is distant 196 feet at right angles to the township lot line running N.  $20^{\circ} 51' 40''$  W. (Beatty) at the point distant along the lot line 693 feet from the centre line of the Ottawa and Parry Sound Railway.

*Owen Sound, 1900.*—The astronomical station was distant southwesterly 215·96 feet on the course, making an angle of  $57^{\circ} 33'$  with the westerly side of Poulett street from the intersection of that side of Poulett street with the southerly side of Baker street.

*Rayside, 1900.*—The astronomical station was situated on the farm of John Carrière, on lot 3, concession 1, township of Rayside, and distant 605·8 feet west from the division line between lots 2 and 3, and 441·4 feet north of the centre line of the Canadian Pacific Railway.

*Vancouver, 1900.*—A permanent observatory was built on Brockton Point close to and southeast of the lighthouse.

*White River, 1902.*—The astronomical station was on the sandy ridge south of the railway station, and distant  $98\frac{1}{2}$  feet due east of the centre line of the main track of the Canadian Pacific Railway, from the point distant 183 feet north along the track from the 'east switch,' where the White River railway division begins.

*Covey Hill, 1903.*—The astronomical station was situated on township lot 34 in range 1 of the township of Havelock; owned by Mr. John Waddell. The station was marked by an iron bolt in the solid rock, two feet below the surface, over which a cairn of stones was erected. The azimuth to monument 684 on the international boundary is  $135^{\circ} 07'$ , and the distance 7,716·4 feet. It is on the highest part of Covey Hill.

*Woodstock, 1903.*—The astronomical station was situated within the city limits of Woodstock, on land owned by the corporation, on the north side of Admiral street, 21 feet west of the produced westerly limit of Givins street. It was marked by a concrete pier.

*Cobourg, 1904.*—The astronomical station was situated 63 feet north of University avenue, 243 feet east of the east side of College street produced northerly, and 81 feet 6 inches due south of the centre of the dome of Faraday Hall.

*Midway, 1901.*—The astronomical station was situated about 100 feet south of the Canadian Pacific Railway station (dwelling and ticket office), and  $607\frac{1}{2}$  feet in azimuth  $255^{\circ} 37'$ , from the point on the east side of Adams street,  $15\frac{1}{2}$  feet south of the south side of Eleventh street.

*Three Rivers, 1902.*—Astronomical station at Station No. IX. of the St. Lawrence River Hydrographic Survey.

*Portneuf, 1903.*—The astronomical station was 21,667·11 feet in azimuth  $298^{\circ} 40' 54'' \cdot 3$  or N.  $61^{\circ} 19' 05'' \cdot 7$  W. from monument No. 31 of the St. Lawrence River Survey.

*Harriston, 1904.*—The astronomical station was 108 feet south of Queen street, and 148 feet east of Union street.



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*Beeton, 1904.*—The astronomical station was 100 feet west of the west side of Patterson street and 78 feet north of the north side of Main street. Patterson street is a road allowance between lots 10 and 11. Main street is a road allowance between concessions 7 and 8 in the township of Tecumseth.

*Guelph, 1904.*—The astronomical station was 150 feet west of Norfolk street and 85 feet north of Paisley street, Nelson crescent.

*Orillia, 1904.*—The astronomical station was  $174\frac{1}{2}$  feet south of Mississauga street, and  $87\frac{1}{2}$  feet east of Peter street.

## APPENDIX 2 TO THE CHIEF ASTRONOMER'S REPORT FOR 1904.

## REPORT OF OTTO J. KLOTZ, LL.D.

OTTAWA, August 2, 1904.

W. F. KING, Esq., LL.D.,  
Chief Astronomer.

SIR,—I have the honour to submit the following preliminary and summary report on 'Transpacific Longitudes' carried out under my charge. The technical and full report follows later.

With me in the work was associated Mr. F. W. O. Werry, B.A., as observer, and he occupied Fanning and Norfolk islands. Mr. F. A. McDiarmid, B.A., attended to the clock exchange at Bamfield creek, Vancouver island, with the observatory at Vancouver and the one at Fanning. I occupied Vancouver, Suva, Fiji; Southport, Queensland; and Doubtless Bay, New Zealand, besides the observatories at Brisbane, Sydney and Wellington for personal equation.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) OTTO J. KLOTZ.

On December 31, 1900, articles of contract were made by Her Majesty's government, Canada, New South Wales, Victoria, New Zealand and Queensland on the one part, and the Telegraph Construction and Maintenance Company on the other, for the construction and laying of the Pacific cable.

The contract called for the completion of the whole cable on or before December 31, 1902. The cable was finished two months earlier, and after undergoing the required test of a month, entered upon its commercial career on December 8, 1902.

Thus was the project, that had been advocated with persistence from some quarters for a quarter of a century, made an accomplished fact. The missing link, of about 8,000 miles across the Pacific between Canada and Australia, in the world's metallic girdle was now supplied.

Before the cable was laid a survey was made of the route, and the character of the ocean bed examined.

From the survey the number of miles (nautical) of cable required for the different sections was as follows:—

From Vancouver island to Fanning island . . . . .	3,654
“ Fanning island to Suva, Fiji . . . . .	2,181
“ Suva to Norfolk island . . . . .	1,019
“ Norfolk to Queensland (Moreton Bay) . . . . .	906
“ Norfolk to New Zealand . . . . .	513

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The first section of the cable is about a thousand miles longer than any that had been laid before. This necessitated a considerable increase in copper for the conductor and in gutta percha for the dielectric. The working speed of a submarine telegraph cable depends on, and is inversely proportional to the product of the total resistance of the conductor multiplied by the total electro-static capacity of the core, so that, other things being equal, the speed varies inversely as the square of the length of the cable. In the long section there were used 600 pounds of copper and 340 pounds of gutta percha per nautical mile. On the Fanning-Suva section 220 pounds of copper and 180 pounds of gutta percha, and on the remaining three sections the copper and dielectric were in equal proportions of 130 pounds each.

In the neighbourhood of Fiji at a depth of 2,500 fathoms, a temperature of 34° '1 Fahrenheit was noted, being the lowest temperature taken during the survey. There is very little difference in the temperature of the ocean at great depths, say below 3,000 fathoms, over a great extent of the earth's surface, the temperature being only a few degrees above the freezing point, or 32° Fahrenheit. The greatest depth, 3,070 fathoms, about three and a half miles, was found on the Fiji-Fanning section, where the bottom specimens consisted principally of radiolarian ooze. This ooze is found at the greatest depths, and was obtained by the 'Challenger's' deepest sounding in 4,475 fathoms. The United States steamer 'Nero' sounded in 5,269 fathoms, 6 miles (this last being the deepest sounding recorded in the ocean), and the material brought from the bottom was radiolarian ooze.

Of the 597 samples of sea bottom obtained on the Pacific cable survey, 497 were such that they could be divided into distinct types of deposits. It was found that

294 samples referred to globigerina ooze.

65	"	"	red clay.
43	"	"	radiolarian ooze.
45	"	"	coral mud or sand.
27	"	"	pteropod ooze.
12	"	"	blue or green muds.
11	"	"	organic mud or clay.

The pressure at a depth of 3,000 fathoms, in which a considerable portion of the Pacific cable is laid, is about four tons to the square inch. When the cable is being laid at such depths, it will be approximately twenty miles astern of the ship before it touches the bottom.

Deep sea cables last longer in the tropics than in the northern oceans. The reason is to be found in the fact that in the tropics marine life, from which globigerina ooze is derived, is more abundant than in the more northerly or southerly waters. It is the sun and the warmed surface water that call into life these countless globigerina, which live for a short space, then die and fall to the bottom like dust, making such a good bed for the cable to rest in. In the arctic currents, where the surface is cold the water does not teem with life in the same way as it does in the tropics, and consequently there is less deposit on the bottom of the ocean.

A submarine cable consists, first, of a core, which comprises the conductor, made of a strand of copper wires, or of a central heavy wire surrounded by copper strips as in the Pacific cable, and the insulating covering, generally made of gutta percha, occasionally of India rubber, to prevent the escape of electricity. As far as cabling is concerned, this is really all that is necessary, an insulated conductor. This, however, would not, in the first place, be sufficiently heavy to lay in the ocean, and secondly, would be too easily injured and destroyed by the many vicissitudes to which it would be subjected. For this reason a protection in the form of a sheathing of iron or steel wires surrounds the core; the nature, size and weight of the sheathing being dependent upon the depth of the water and kind of ground over which it has to be laid. The deep sea section, being the best protected from all disturbing influences outside of displacement of the earth's crust by earthquakes or volcanic action, is naturally the one of smallest dimensions; and for the shore end, which is exposed to the action



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of the waves, to driftwood, to the grinding of ice in the more northerly latitudes, and to the danger of anchorage, especially of fishing boats, the sheathing must be very heavy. So that while the deep sea cable is somewhat less than an inch in diameter, that for the shore ends is nearly  $2\frac{1}{2}$  inches in diameter. The action of the waves is limited to a depth of only about 13 fathoms, so that their influence on the cable, manifested by wear and chafing, is confined to the shore end.

The Pacific cable is equipped with the most modern apparatus at the various stations, and the cable is worked duplex, that is, messages are sent and received on the same cable at the same time.

Canada had carried longitude work from Greenwich across the Atlantic and thence to Vancouver. The completion of the British Pacific cable offered an opportunity for continuing the work across the Pacific in the interests of navigation and geography, besides tying for the first time longitudes brought eastward from Greenwich with those brought westward, making the first longitude girdle round the world.

In October, 1902, the Hon. Clifford Sifton, Minister of the Interior, authorized the carrying out of the Transpacific longitudes, and the Governors of the South Sea, Australia and New Zealand were respectively officially notified thereof.

In preparing the programme for carrying out the work, the climatic conditions of the various stations to be occupied were studied so that the most favourable times and seasons might be chosen. It was found that Suva, Fiji, was the governing factor, as it was by far the rainiest place of the series.

*Equipment.*—Each observer was provided with a Cooke & Son astronomic portable transit, each of 3 inches clear aperture, the one of 34 inches, the other 36 inches focal length. Each transit was provided with reversing apparatus. The transits of stars were observed over eleven threads in groups of three, five and three respectively. The eye-piece attachment carried a micrometer—one revolution about a minute of arc with thread parallel to the transit threads—for latitude work, and the whole attachment was necessarily movable through 90 degrees so that the movable or micrometer thread became horizontal. The recording of transits was made by means of a key on a Fauth barrel chronograph. Each observer was provided with two sidereal clocks, or rather box chronometers, one being a spare in case of accident. There were besides dry cells, switch-boards and minor accessories to complete the outfit.

I carried, too, a half-second pendulum apparatus and a Tesdorpf magnetic instrument, the latter similar to the ones furnished to Drygalski of the *Gauss* on his Antarctic expedition.

*Itinerary.*—Mr. Werry left Ottawa on February 27, 1903, and proceeded to San Francisco, whence he sailed for Samoa, where he took the northbound steamer for Fanning Island. The southbound steamers in passing Fanning do not call there. In the latter part of March, Mr. McDiarmid and I proceeded to Bamfield Creek, Vancouver Island, the eastern terminus of the Pacific cable. After installing the sidereal clock and its connection with the cable, I returned to the Vancouver Observatory to begin observations. Bamfield Creek, where no observations were taken, was simply used as a clock exchange station for making comparison between the Fanning and Vancouver clocks.

By the end of April a satisfactory number of observations had been obtained at Fanning and at Vancouver, and the first link of the Transpacific longitudes completed.

I took passage on the Canadian-Australian steamer *Miowera* and sailed on May 2 for Suva, Fiji. We called en route at Honolulu. Here were met the two American astronomers, Mr. Edwin Smith and Mr. F. Morse, who were engaged in the determination of the difference of longitude—San Francisco-Honolulu. Suva was reached May 20, and immediate steps were taken for the erection of the pier and observatory. The Fanning-Suva longitude was completed on June 24. It may be stated that as Suva is just west of the 180th meridian, and Fanning east of it, the dates for the observa-



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tions of the same night differ by a day. Mr. Werry left Fanning on June 27 for Norfolk Island, some 3,000 miles distant. This necessitated a rather circuitous route of about 7,000 miles for lack of suitable steamer connections. He had to return to Honolulu, thence to Samoa, Auckland, New Zealand, Sydney, Australia; and finally to his destination, which he reached in the beginning of August, occupying about six weeks to reach the cable station at Norfolk Island. During this interval I made pendulum and magnetic observations at Suva, and also paid a visit, on invitation of Roko Kandavu, grandson of the great cannibal king, Cakobau, and present ruler, at the old Fijian capitol on the small island of Bau, some 20 miles from Suva.

About a month was occupied in determining the difference of longitude, Suva-Norfolk. On September 7 I sailed on the *Aorangi* for Brisbane, where we arrived on Saturday, the 12th. On the following Monday I proceeded by rail with the astronomic outfit of many cases to Southport, the cable station, fifty miles south of Brisbane.

Mr. H. C. Russell, government astronomer at Sydney for New South Wales, hearing of my arrival, immediately wired his hearty co-operation in connecting Sydney with Southport. Similar co-operation was readily granted by Mr. A. A. Spowers, chief surveyor for Queensland, with the Brisbane observatory in charge of Mr. T. D. Fraser. By September 25 the pier and observatory were built and observations begun. Southport formed a unique station, for nightly clock exchanges were had in succession with Brisbane, with Norfolk and with Sydney, at each of which time observations were being taken. It was on Sunday night, September 27, that the first satisfactory clock exchange was had with Sydney, and so this night may be considered as the one when for the first time longitude from the west clasped hands with longitude from the east, and the first astronomic girdle of the world was completed.

By October 16 the last link, Norfolk-Southport, of the direct Transpacific longitude was completed. Mr. T. D. Fraser and I observed for personal equation at Southport and at the Brisbane observatory. Magnetic observations at Southport were also taken. On November 3 I arrived at Sydney, and after observing for personal equation, with the two observers, Mr. H. A. Lenehan, acting government astronomer, and Mr. Raymond, left on November 7 for Wellington, New Zealand. Here I was met by Sir James Hector, the former director of the observatory, and by Mr. Thos. King, who now has charge of the time observations. The premier, the Honourable R. J. Seddon, extended every facility the government could offer to further the success of the work. Observations were made for personal equation by Mr. King and myself. After making the necessary arrangements for subsequent clock exchange signals at the observatory, I left for the cable station at Doubtless Bay at the north end of New Zealand, going by rail to New Plymouth, thence by steamer to Onehunga, across the narrow isthmus by rail to Auckland, and thence by steamer to Mangonui, the most northerly port on the east coast. From there I had to drive over an execrable road some miles to the cable station. Here a pier and observatory were built similar to the ones at Suva and Southport. Longitude observations were begun on December 3 and finished on December 19. Before leaving this station a set of pendulum observations was obtained, and the magnetic elements were also determined.

Returning to Wellington, another set of personal equation observations was taken, and similarly in Sydney in January, 1904.

This completed the work of the Transpacific longitudes.

Before leaving Sydney, I delivered by request a lecture before the Royal Society of New South Wales on the longitude work undertaken by Canada. In the vote of thanks tendered after the lecture, great appreciation was expressed for the public spirit shown by Canada in carrying out the Transpacific longitude, and tying Australia and New Zealand to the work carried westward from Greenwich.

On the return home the opportunity was embraced of visiting en route the observatories at Melbourne, Adelaide, Cairo, Heidelberg, Munich, Leipzig, Kiel, Hamburg, Edinburgh and Greenwich.

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I wish here to express thanks for the hearty co-operation of the chief electrician of the Pacific cable and of the superintendents at all stations; of the superintendents, Mr. Hesketh, of the government telegraphs in Queensland; Mr. Young, for New South Wales, and Mr. John Logan, for New Zealand. Mr. G. A. Buzacott, deputy postmaster general of Queensland; Mr. J. Dalgarno for New South Wales, and Sir Joseph Ward, postmaster general of New Zealand, kindly placed the use of the respective telegraph lines at my disposal for the nightly clock exchanges.

At the Wellington observatory batteries and telegraph instruments had to be installed for the clock exchanges with Doubtless Bay. This was done by Mr. Buckley, government electrician, who also kindly attended every night during the campaign at the observatory to the exchange of signals.

In short, wherever and whenever any assistance was required it was readily and cheerfully extended, and the success of the work is in no small measure attributable thereto.

It may be remarked that the visits to and from the last-mentioned observatory may evoke a Gray's elegy, as it necessitated wandering along the sinuous paths of the old cemetery covering the hillside.

The immediate reasons for the first telegraphic connection in longitude between Australia and the prime meridian, Greenwich, were: (1) with a view to confirming the position of the eastern boundary of the colony (South Australia,  $141^{\circ}\text{E.}$ ); (2) for obtaining the longitude of stations to be occupied for observing the transit of Venus in 1882.

To attain this end connection was made astronomically between Sydney-Melbourne-Adelaide-Port Darwin-Singapore. A connection was made, too, between Sydney and Wellington. All Australian and New Zealand longitudes at present rest on the position of Singapore as accepted in 1883, which then, quoting from the government report for 1886 of South Australia, 'had twice been telegraphically determined—first in 1871 by Dr. Oudeman, of Batavia, and Mr. Pogson, of Madras, and more recently, in 1882, by Commander Green, United States Hydrographic Department. For reasons given in the appendix, we agreed, after full consideration, to accept Commander Green's position of Flagstaff at Fort Canning, viz.,  $6^{\text{h}}.55^{\text{m}}.23^{\text{s}}.50^{\text{s}}$ . Reducing this to Captain Darwin's observing station  $+1^{\circ}51'$ , makes the longitude of Captain Darwin's transit instrument  $6^{\text{h}}.55^{\text{m}}.25^{\text{s}}.01^{\text{s}}$ . The difference of longitude, Port Darwin-Singapore, determined by Captain Darwin and Mr. Baracchi, is  $1^{\text{h}}.57^{\text{m}}.57^{\text{s}}.48^{\text{s}}$ , making the longitude of Port Darwin  $8^{\text{h}}.43^{\text{m}}.22^{\text{s}}.49^{\text{s}}$ .E. of Greenwich.'

It may be remarked that at this time the Thomson recording siphon had not yet been introduced and that the clock exchanges between Port Darwin and Singapore over the cable were made by the use of the deflecting mirror, a method involving more or less uncertainty in noting by 'eye and ear' the movement of the mirror and the instant of time of its occurrence.

Singapore was dependent in position upon Madras, and it in turn on a not very strong chain of links with Greenwich. It may, therefore, be expected that the longitudes of Australia and New Zealand will suffer correction.

During 1894-96 the survey of the India Department carried out a fresh determination of the longitude of Madras *via* Greenwich-Potsdam-Teheran.

In the final report the longitudes from Greenwich carried both east and west to Australia will be more fully discussed.

To be accustomed to observing in the northern part of the northern hemisphere and thus suddenly transported to the southern hemisphere for the sphere of action, plays havoc with one's mental picture of the sky on a clear night.

Polaris that has done such good service these many years is far below the horizon. Vega, that bright orb, has left its accustomed place in Canada south of the zenith, and now describes a small arc across the northern horizon. The Great Bear has retired to his den to await our return from the southern trek. Even Orion and Sirius and Procyon have crossed our Zenith and joined the hosts to the north. However, for our



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loss of Polaris, Cassiopeia, Ursa Major, Draco and other northern friends we have been presented with effulgent and dazzling Canopus, only rivalled by Sirius, with bright Achernar and the pretty Southern Cross with its conspicuous 'pointers,' Alpha and Beta Centauri. The first of the latter is the nearest star to the earth, being distant only four light years, that is, light with a velocity of 186,000 miles a second would not quite get here in four years. The constellation of the Southern Cross is really not a conspicuous object in the sky, and many people living in the southern hemisphere cannot point it out, which can scarcely be said of the Great Bear in the northern hemisphere. The ancients did not recognize it as a separate constellation, but included it in the constellation of the Centaur. There is no bright star near the south pole to guide the surveyor or sailor or wanderer as our pole star does. Even the astronomer longs for polars to keep check on his azimuth. The 'coal sacks' or partly starless spots are conspicuous in the southern sky, appearing like small black clouds, in contradistinction to the fleecy Magellanic clouds hovering about Hydra.

Summer weather prevailed throughout the campaign, although Fiji was occupied in the dead of winter, which term or designation seems to a Canadian absurd when he is at the time melting in the tropical hothouse. Christmas was, for my first time, spent working under a summer sky. It is undoubtedly nice for people to pic-nic, have regattas and similar outdoor amusements on that day, but it is contrary to all traditions of Yuletide, and it is devoid of that sacredness of the hearth and family ties that our most severe northern clime calls forth, when the earth is bound fast in snow and ice only the more to quicken the warmth of hearts.

Contrary to expectation, there was less annoyance from beetles and insects while observing than is found in Canada. A light in the open at night with us attracts multitudes of moths and beetles, and one's patience is sometimes sorely tried to have an unexpected visitor stake out a homestead on the nose just at the critical moment of the transit of a star, or have a select party of moths taking a free ride on the chronograph and interfere with the recording pen. Of such tribulations the tropics spared us, although the music of the mosquito is not unknown. The observatories were too new to offer special inducements for a visit from centipedes or tarantulas. In Australia especially, the white ant is very destructive, and as most of the dwelling houses are built on posts and have no cellar, the posts are capped for protection with projecting sheet-iron, best compared with a large inverted pie-plate. This precaution was taken, too, with the observatories at Fiji, Queensland and New Zealand. When the ant gains access, it attacks the underside of the floor boards, and completely riddles and honey-combs the wood without, however, wholly piercing the board, so that some fine day one is measuring the distance from the floor to the ground, using the leg as measuring rod.

During the winter months at Fiji there is less rain than during the other seasons, yet it is decidedly wet, although the winter of 1903 was considered remarkably dry for Suva. Due to the mountainous character of the island and to the prevailing south-east trade winds, the southerly side of the island (Viti Levu) is far wetter than the opposite or northerly one. The former is clothed in dense vegetation and woods, while the latter is more open and covered with grass. The exasperating thing about the precipitation is that it is so fitful. Instead of pouring buckets for a given number of hours per day, it divides it, that is in the dry season, for in the wet season 'the Arab folds his tent and quietly steals away,' into very many and unequal divisions. Time and again at night the kaleidoscope would have a programme something like this:—Cloudy,—clear,—the astronomer at his instrument—hello,—telescope wet,—it rains,—close shutters—ten minutes later, sky smiles as if to disavow it ever rained,—shutters open—get three threads—clouds—a prayer—try another star—is landed—rain again, and so on through the night. Vigilance and patience, however, eventually secure their reward, and a sufficient number of stars and satisfactory nights are secured to move on to pastures new.

Atmospheric electricity was found most vividly displayed at Southport, Queensland. The flashes and crashes were sufficient to disturb people not possessed of hyper-



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sensitive nerves. However, having been fully informed before arrival of the pyrotechnics peculiar to the place, when they did come they were looked upon as quite natural.

It may be noted here that on Monday, November 2, the daily papers of Australia brought news of Saturday, October 31 from France that heavy magnetic disturbances had taken place, causing an interruption or partial interruption of telegraphic and telephone communication with the rest of Europe and with America. Communication was suddenly restored at sunset. Atmospheric phenomena accompanied the disturbance, including an aurora borealis. Being interested in the disturbances caused by earth currents, personal inquiries were made at the government telegraph office, Sydney, and through the kindness of the superintendent, Mr. Young, the following was furnished me:—

‘Particulars of interruptions to telegraph lines in the state of New South Wales as observed from the chief office (Sydney) on October 31, 1903:

‘At 4 p.m. (Greenwich 6 a.m.) the current in the Melbourne quadruplex circuit fluctuated considerably, and at 5 p.m. southern quadruplex circuits suddenly disclosed a foreign element. Two copper wires were the first affected, the galvanometer indicating a varying current from 10 to 25 degrees, which was located between Mittagong and Goulburn. Other southern circuits were unworkable. The disturbance appeared much stronger further south than Goulburn. At 6.50 p.m. it was necessary to close the No. 2 side of the Bathurst (western) quadruplex.

‘The northern quadruplex circuits, though not so seriously affected, worked indifferently after 6 p.m. These conditions continued in a more or less aggravated form right up to 8.15 p.m., when most of the offices were closed for business. The telegraph lines running in a southerly direction were the most violently affected.’

In the Monthly Notices of November, 1903, the Astronomer Royal gives the beginning of the magnetic storm observed at Greenwich, as October 31, 6 a.m. agreeing with the time given for the beginning of the disturbances noted on the telegraph lines in Australia. These disturbances were simultaneous with the appearance of a great group of spots near the centre of the sun’s disc. At Greenwich ‘the movements of all the magnets were extremely violent.’ The extent of change of the declination magnet was over two degrees in about three hours. Elsewhere, too, over the whole surface of the earth, where observations are taken, this great magnetic storm of October 31—November 1 manifested itself on the magnetic instrument.

While engaged at Transatlantic longitude work at Canso, Nova Scotia in 1892, some severe earth currents (magnetic storms) were experienced, notably the one of July 16, which was also recorded at Brest, Malta, Cairo, Madras and east to Singapore; and the one of August 24. The deflections of the siphon on the fillet of paper were far in excess of that caused by the cable current or difference of potential. When the earth currents set in on the evening of the latter date the aurora borealis was quite marked, and appeared swaying in broad faint waves southward from the north. From records of the cable office there, it appears that there are more earth currents at night than during the daytime. The most extraordinary phenomenon of the earth currents is that, from the siphon record, one is led to believe that they alternate from one polarity to the other. Professor Preece, however, maintains that, although they are variable, they are continuous, and give no indications of alternations. From the direction of the cables it is noticed that cables running east and west are far more troubled with these currents than cables running north and south. There is, however, a wide difference on east and west lines, and they are felt more on the American than on the European side of the Atlantic. The year 1892 was remarkable in the number and severity of electric storms and earth currents. From the supposed periodicity in the earth currents corresponding to the eleven-year solar cycle, it was anticipated that 1903 would show abnormal disturbances by earth currents. By the insertion of a condenser at each end between the cable and the receiving and sending instruments, earth currents through the cable are thereby obviated.

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A word before closing about the speed of messages on cables. Let it be remarked at once that as far as the actual time occupied on the cable itself for the transmission of a signal is concerned, that is a negligible quantity, for, if we imagine a single cable of sufficient capacity to compass the earth, a signal would make the circuit in about two seconds. As it is not practicable to have a single cable very many thousands of miles in length, the communication is made by numerous sections, part of which are cable and part land lines. This necessitates repetition by manual transmission and here is where the unavoidable delay occurs, to say nothing of stress of business causing further delay. As an example of speed under the most favourable conditions may be cited the despatch per British Pacific cable—the All-Red line—and Canada from Melbourne to London last November, giving the result of the cricket match played with the all-England team. Fourteen minutes in absolute time after the despatch left Melbourne the result of the match was sold in bulletins on the streets of London.

Poor Puck is left far behind, when Shakespeare lets him say: 'I'll put a girdle round about the earth in forty minutes.'

The reduction of the observations is now well in hand, and the whole work is being carefully checked. Several views are added to illustrate the report.

### APPENDIX 3 TO THE CHIEF ASTRONOMER'S REPORT OF 1904.

#### JOINT REPORT ON THE SURVEY AND REMONUMENTING OF THE QUEBEC- NEW YORK INTERNATIONAL BOUNDARY.

W. F. King, Chief Astronomer (Canada).	} Commissioners.
Hon. Edward A. Bond, State Engineer and Surveyor,	
New York (U.S.).	

January 10, 1903.

We, the undersigned, EDWARD A. BOND, of Albany, State Engineer and Surveyor of New York, and WILLIAM F. KING, of Ottawa, Chief Astronomer of the Department of the Interior of Canada, representing the State of New York and the Dominion of Canada respectively in the work of the resurvey of the international boundary line between the United States and the Dominion of Canada, from the Richelieu to the St. Lawrence river, and the renewal of the monuments marking the same, beg to report as follows upon the operations conducted under our direction.

The line under consideration, between the rivers above named, forms part of the northern boundary of the state of New York and of the southern boundary of the province of Quebec. The boundary between the United States and Canada in this region was described by the first article of the Treaty of Washington, August 9, 1842, as following, from Hall's stream, a tributary of the Connecticut river, to the St. Lawrence, the line surveyed previous to 1774 by Valentine and Collins as the 45th parallel.

A few words as to the history of this definition may not be out of place here. The 45th parallel of north latitude was named as the northern boundary of a certain grant by James I. in 1606. Again, by Royal Proclamation of 1763, and Order in Council of 1768, the same parallel of latitude was designated as the boundary between the provinces of New York and Quebec in this quarter. A survey of the 45th parallel was made in the years 1771-74 by Messrs. Valentine and Collins, to form the line between the provinces.

By the second article of the Treaty of Paris, 1783, the boundaries of the United States were described thus:—



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'From the north-west angle of Nova Scotia, viz., that angle which is formed by a line drawn due north from the source of Saint Croix river to the Highlands; along the said Highlands which divide those rivers which empty themselves into the River St. Lawrence, from those which fall into the Atlantic ocean, to the north-westernmost head of Connecticut river; thence down along the middle of that river, to the forty-fifth degree of north latitude; from thence by a line due west on said latitude, until it strikes the River Iroquois or Cataraguay. . . . .'

By the fifth article of the Treaty of Ghent, 1814, the description contained in the above treaty as regards the eastern portion of the land boundary from the source of the St. Croix to the St. Lawrence river, was confirmed, and provision was made for the appointment of commissioners to survey and mark the line.

The commissioners appointed under this article failed to agree. Besides the difficulties in interpretation which arose relative to the 'North-west angle of Nova Scotia,' and the 'Highlands,' and which were the subject of controversy for more than twenty years afterwards, the commissioners found that the line surveyed and laid out by Valentine and Collins did not coincide with the 45th parallel. It was 151 feet north of it at the St. Lawrence river; it crossed the parallel southward four miles east of the St. Lawrence, running 2,506 feet south of it at  $17\frac{1}{2}$  miles east of the St. Lawrence; again crossing the parallel to the northward at 35 miles east of the St. Lawrence, it was 4,200 feet north of it at the outlet of Lake Champlain.

The commissioners having reported their failure to agree upon any part of the eastern portion of the land boundary, further negotiations were entered into by the two governments, resulting in the reference of the matter to the King of the Netherlands by treaty of 1827.

The award under this treaty, given on January 10, 1831, as regards the New York and Vermont part of the line, again designated the 45th parallel, but with a diversion to the north at the west side of the Richelieu river, so as to include in New York, Fort Montgomery, which had been erected by the United States north of the true parallel but south of the Valentine and Collins line, which at this point was 4,200 feet north of latitude  $45^{\circ}$ .

The award of the King of the Netherlands having been rejected, the question was again opened up, and was not finally settled until the treaty of August 9, 1842.

By this treaty the line of Valentine and Collins was reverted to as the international boundary.

In 1843 Lt.-Col. Estcourt and Mr. Albert Smith were appointed commissioners under article I. of the treaty of 1842, to survey and mark the boundary line from the source of the St. Croix to the St. Lawrence river. They laid down the New York portion of the boundary in the year 1845. Their final joint report was dated June 28, 1847. They marked the line with cast-iron monuments, a description of which will be found in the annexed report of Messrs. Bigger and Willis. The commissioners, with their report, filed plans and field notes of their survey. Certified copies of these field notes were procured by us, for use in our operations, in March last from the War Department in Washington, where the originals are on record, together with copies of a tabular statement showing the deflection angles and distances between monuments, with the data procured by Lieut. Thom, U.S.A., from a resurvey made in 1851. Appendix No. 1.

The Laws of New York, chapter 421 of 1887, section 2, provide for an examination in that year, and every three years thereafter, under the direction of the State Engineer and Surveyor, of all monuments on the boundary lines of the state, and also for a replacing and resetting, in co-operation with the authorities of adjacent states, of such monuments as may be found injured or displaced.

Under this law, examinations of the monuments along the Canadian boundary have been made every three years since 1887. The examination of 1890 was participated in by an officer appointed by the government of Canada.



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While very serious deterioration of the monuments placed in 1854 was then observed, subsequent examinations showed progressive falling off in their condition, until the necessity of repair or renewal of the monuments became urgent.

In 1889, Mr. Bond, State Engineer and Surveyor of New York, called the attention of the government of Canada, through the Minister of the Interior, to the matter, suggesting another joint examination. Subsequently, the Governor of the state of New York, at the instance of the State Engineer, wrote to the Secretary of State of the United States, stating the necessities of the case. Appendices Nos. 2 and 10.

The Canadian government was unwilling to enter upon an examination of the monuments without provisions for their renewal where found necessary, and this, it was thought, could not properly be undertaken except in conjunction with the United States government. Appendix No. 5.

In May, 1900, the government of Canada, by Minute of Council, proposed, through the usual diplomatic channels, a joint examination and repair of monuments along the whole of the boundary line between the United States and Canada. Appendix No. 5.

The United States government did not, at the time, accede to this proposal; but, in October, 1900, the Secretary of State transmitted, through the British ambassador, the proposal of the state of New York, with an expression of his concurrence in the same. Appendix No. 7.

On January 5, 1901, the government of Canada expressed their willingness to co-operate with the state of New York, now that the agreement of the United States government had been secured, but suggesting that the scope of the proposed operations be enlarged so as to cover the whole of the eastern part of the boundary. Appendix No. 8.

On July 15, 1901, the Secretary of State of the United States, at the request of the Governor of New York, again brought the matter to the attention of the British ambassador, stating the necessity of speedy action, and on August 16 the government of Canada replied by Minute acceding to the proposal. Appendices Nos. 13 and 11.

At the beginning of September, Mr. Bond was authorized by the Governor of the state to open negotiations with the Department of the Interior of Canada, and on the 28th of that month the Canadian government appointed Mr. W. F. King as their Commissioner, with authority to make arrangements for the prosecution of the field work. Appendices Nos. 15, 16 and 19.

The Commissioners thus appointed decided, before proceeding with the replacing of the monuments, to have a careful examination of the existing monuments made, and for that purpose, and for such further field operations as should be found necessary, appointed representatives: the State engineer appointing Mr. H. P. Willis, of Schenectady, and the Canadian Commissioner, Mr. C. A. Bigger, of Ottawa, in October, 1901.

These gentlemen went over the line in October and November, 1901. After consideration of their report it was thought advisable to replace all the old monuments by new ones. After considering various forms of iron and steel monuments, we decided to adopt granite with concrete base, and also to make a precise survey of the whole line.

Tenders were called for, both in Canada and the United States, for the construction of these monuments, to be delivered at certain railway stations near the work on or before March 1, 1902. The tenders were opened on January 5, 1902, and the contract was awarded to E. R. Fletcher, of Hardwick, Vermont, whose tender was the lowest.

The monuments are 6 feet in length, the lower portion of the stone having an ashlar face, 12 inches square, for 1 foot of its length. From this point for a distance of 4 feet 7½ inches, the stone tapers from 12 inches to 9 inches on each side, with each corner having a bevelled face of ½-inch wide. The remaining 4½ inches at the top is dressed in the form of a pyramid.

It was decided that they should be set in concrete bases, 3 feet square, and averaging 4 feet 6 inches in the ground and 9 inches above the surface. One foot of the

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granite stone was embedded in the concrete. The upper surface of the concrete was given a slope to turn rain, and on it was imprinted the lettering, as follows:—

On the south side, 'U.S.'

On the north side, 'Canada.'

On the west side, 'Treaty 1842.'

On the east side, the number of the monument, with 'Renewed 1902.'

In the case of the new monuments, the word 'renewed' was omitted, and the letter A followed the number.

The actual field work was begun by Messrs. Bigger and Willis on June 3, near Rouse's Point, and the last monument was set on or about October 12. The line survey continued later, and some of the astronomical work yet remains to be done. A full account of the field work will be found in the annexed report by Messrs. Bigger and Willis. Appendix No. 1.

We recommend that the new monuments be accepted as marking the true line between Canada and the United States, as under the 1st article of the treaty of the 9th August, 1842. We further recommend that periodical inspections, with repair if necessary, be made jointly by the government of the United States and Canada.

Copies of correspondence relating to the agreement under which our work was done, diagram showing the form and dimensions of the new monuments, and copy of the report of Messrs. Bigger and Willis, are submitted herewith. Appendix No. 23.

Signed in duplicate at Albany, in the state of New York, this tenth day of January, 1903.

EDWARD A. BOND,

*State Engineer and Surveyor.*

W. F. KING,

*Chief Astronomer.*

List of appendices to joint report by W. F. King (Canada), and Hon. Edward A. Bond (U.S.), on the survey and remonumenting of the Quebec-New York international boundary:—

1.—Report by Messrs. Bigger and Willis.  
1899.

2.—May 9. Bond to Deville.—Proposes joint inspection.

3.—May 15. Deville to Bond.—Formal acknowledgment.  
1900.

4.—March 2. Bond to Deville.—Re-opens question.

5.—May 26. Order in Council.—Canada willing to join United States in examination and repair of whole southern boundary.

6.—Oct. 23. Bond to Hay.—Wants State Department to take up matter with Canada.

7.—Oct. 29. Hay to Bond.—Has submitted matter to H.M. Ambassador. No new convention necessary.

1901.

8.—Jan. 5. Order in Council.—Objection now removed. Canada willing to co-operate, but suggests that scope of operations be enlarged.

9.—Aug. 5. Odell to Bond.—Transmitting copy of letter from Adee.

10.—Aug. 3. Adee to Governor N.Y.—No reply from H.M. Ambassador.

11.—Aug. 16. Order in Council.—Concurrence with proposal of United States Secretary State as to demarcation of limited portion of line.

12.—July 17. Lowther to Minto.—Transmits note from United States government.

13.—July 15. Hay to Lowther.—Gratification at assent of Canada to general survey and repair of whole line, but suggests limited operations.



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- 14.—Jan. 12. Pauncefote to Minto.—Acknowledges O. in C. intimating willingness of Canada to join in demarcation of Quebec-N.Y. line.
- 15.—Sept. 2. Graham to Bond.—Transmitting letter.
- 16.—Aug. 30. Adee to Governor N.Y.—Canada concurs in Governor's proposal *re* Quebec-N.Y. line. State Engineer may be put in communication with Department of Interior.
- 17.—Sept. 4. Bond to Odell.—Has taken matter up with Department of the Interior, Canada.
- 18.—Sept. 4. Bond to Deville.—Submits form of agreement for joint operations.
- 19.—Sept. 28. Order in Council.—Recommending appointment of Mr. W. F. King, Chief Astronomer, as Commissioner on behalf of Canada.
- 20.—Sept. 2. Lowther to Minto.—Transmits copy of note from United States government.
- 21.—Aug. 30. Adee to Lowther.—Has notified Governor of N.Y. of Canada's assent to restoration of monuments on New York-Quebec line.
- 22.—Copy of agreement for inspection, restoring and replacing of interstate boundary monuments, signed by Edward A. Bond, New York, and James W. Latta, Pennsylvania.
- 23.—Diagram, showing form and dimensions of new granite monuments.

## APPENDIX No. 1.

REPORT OF MESSRS. BIGGER AND WILLIS.

Hon. EDWARD A. BOND,  
State Engineer and Surveyor,  
Commissioner for the State of New York.

WILLIAM F. KING, Esq.,  
Chief Astronomer, Department of the Interior,  
Commissioner for Canada.

When in October, 1901, we were directed by you to make an examination of the boundary line between the state of New York and Canada, we met at Rouse's Point on the 22nd day of that month, and began our work at monument No. 645, near the west bank of the Richelieu river, and followed the line westerly to the St. Lawrence river, which was reached on November 8.

The monuments marking the section of the line were, with two exceptions, hollow cast-iron pillars, 6 feet long, the lower half in the ground being 6 inches square, with projecting flanges at the bottom, the upper half above the ground tapering to 4 inches, the top closed in the form of a pyramid.

These monuments were set under the direction of commissioners appointed pursuant to the Treaty of Washington concluded August 9, eighteen hundred and forty-two. The names of the commissioners, &c., in large projecting letters appear vertically on the sides of the monument as follows:—

North side, J. B. Estcourt.

South side, Albert Smith.

East side, Treaty of Washington.

West side, Boundary Aug. 9th, 1842.

In our examination of October, 1901, we found the location and the condition of these monuments briefly as follows:—



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No. 645 lay in about 2 feet of water, and 100 feet out from the westerly shore of the Richelieu river. This monument is much larger than those described above.

No. 646 is a large cut-stone monument, standing plumb, and is in excellent condition. There are inscriptions on the several sides, giving the names of the commissioners, the astronomer and his assistant, the countries divided, the latitude, 45 00 42.8; longitude, 73 21 27, and the date of the treaty.

No. 647 stood on the south side of an east and west road, 49 feet west of a north and south road, and about 66 feet west of the centre line of the Grand Trunk Railway; leaning 10 inches or 12 inches south, loose in the ground, and cracked down the south-west corner.

No. 648 on the east side of a highway, running north and south, and on the south side of the westerly extremity of a road from the east; leaning northwesterly at an angle of 45 degrees, and cracked down the southeast corner.

No. 649 standing diagonally in line, about 8 feet south of a ditch, and 100 feet east of cedar, elm and maple second-growth on the south side of the line; in perfect condition, but leaning 8 inches or 10 inches south, and quite loose in the ground.

No. 650, about 25 feet west of the west side of a north and south road; entirely out of the ground. The original site was pointed out by parties living in that vicinity, and was indicated by a group of small field stone, about 9 feet east of an open shed.

No. 651, on the north side of a rail fence, leaning 6 inches south, and not firm; is in good condition; land is cultivated on both sides of the line. Monument about 212 feet west of a fence running south and 294 feet west of a fence running north.

No. 652 in a rail fence in timber, and standing diagonally to line; condition perfect.

No. 653 in a north and south highway, about 7 feet west of the easterly limit thereof. There is a road on the Canada side of the line from this point west.

No. 654 about 15 feet west of east side of a north and south road, and in line with a stone fence which forms the southerly boundary of a road from the east, terminating at this point; monument leaning northwest, but in good condition.

No. 655 in an opening in the centre of a stone fence, leaning south, otherwise in good condition; on the westerly slope of high ground, and about 153 feet west of a stone fence running south.

No. 656 in dense swamp, about 500 feet west of the present easterly limit; diagonal to line; leaning 6 inches or 8 inches to the east, and in good condition.

No. 657 in a rail fence on a summit about 680 feet east of the highway; leaning 18 inches northeast, but in perfect condition.

No. 658 on the south bank of a ditch, and projecting about 2 feet 6 inches above the surface; the north and part of the east side to the depth of 17 inches below the top broken out; a creek crosses the line about 120 feet west of the monument.

No. 659 on the west side of a private road locally known as Lucas's road; about 4 feet west of the centre line of a stone fence running south and about 5 feet north of the northerly end thereof; leaning a few inches east, but solid and in good condition.

No. 660 near the west side of a travelled road in line with a rail fence running west, and 57 feet 6 inches north of the northeast corner of a brick dwelling house owned by James Toner.

No. 661 on the west side of Upton's road, standing plumb, and in excellent condition.

No. 662 in south side of brush fence in mixed timber, principally cedar; monument leaning 8 inches or 10 inches south, but in perfect condition; about 10 feet south and 20 feet east of a large poplar.

No. 663 in hardwood timber, about 270 feet east of the southeast angle of cleared land on the Canada side; heaved about 4 inches, and not firm; leaning northerly 10 inches or 12 inches, otherwise in good condition.

No. 664, 10 feet east of a rail fence running north, and on the south edge of a

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rail fence running east and west; loose in the ground and heaved about 3 inches; small triangular piece broken out on the south side.

No. 665 on summit of a narrow ridge; a strip of clearing extends north from the line along the ridge. This monument was broken off close to the ground, the top standing on the cedar core; an old road runs north and south along the ridge.

No. 666 on a slight elevation opposite a small clearing to the south of the line; a second growth of timber continues on the north side of the line; clearing on the south side extends about 150 feet east and about 750 feet west of the post.

No. 667 on a pastured ridge running northeast and southwest; clearing to the north 200 feet wide; clearing on the south commences at this point and extends west; post in perfect condition.

No. 668 on the west side of a highway; heaved 18 inches; loose in the ground, otherwise in perfect condition. A small frame building used as a grocery store stands about 200 feet to the east and on the line; a stone building also occupied as a store and dwelling stands 45 feet or 50 feet to the west of the monument and on the line; names on sign, 'Rose, Jodoin & Son.'

No. 669 in perfect condition; on the southeast angle of a clearing, and diagonal to the line; a rail fence runs north from this monument.

No. 670 in mixed timber, about 250 feet west of a creek, and 350 feet west of the beginning of the timber on the north side of the line; post heaved 15 inches, and very loose in the ground.

No. 671 on a ridge running north and south, and about 40 feet west of a fence running south; heaved 18 inches; and a piece broken out about 3 feet from the top.

No. 672 on a small knoll in a rail fence, 19 feet east of a wire fence running north; leaning north, and cracked down the southeast corner.

No. 673 in centre of a lane, heaved and almost down; condition perfect.

No. 674 on the west side of Nichol's road; was very loose, and had been heaved considerably; leaning at an angle of 45 degrees, but in perfect condition. Mr. Schriber's house is on line about 68 feet east of the post.

No. 675 diagonal to line, and in perfect condition; about 25 feet west of the post a board fence runs south, and about 35 feet west a rail fence runs north into Canada.

No. 676 on the top of a bank about 75 feet west of a creek; diagonal to line; heaved 4 inches; loose in the ground, but plumb.

No. 677 on the top of a ridge; broken off below the surface; about 600 feet west of Mr. Richards' clearing.

No. 678 on the northeast slope of a rocky ridge about 10 feet west of a brush fence; diagonal to line; very loose, and heaved 10 inches, but plumb and in good condition.

No. 679 heaved 2 feet, very loose, leaning east; a square section broken out about 3 feet from the top; 150 feet west of the northeast angle of cleared land.

No. 680 at the north end of a rail fence, and due north of a small schoolhouse on the main road. This monument was used as a fence post, a wire fence leading east and west therefrom; heaved 6 inches, loose in the ground, but plumb; badly cracked on the east side.

No. 681 on a high hill near a summit at the northeast angle of a pasture; leaning 6 inches east, heaved 6 inches, and cracked on the west side.

No. 682 on west side of a highway; loose; heaved about 20 inches; leaning 6 inches south; in good condition. Mr. Sheay's barns are on the line a short distance to the west.

No. 683 in thick timber at the top of a steep slope from the east; leaning slightly east and north; heaved 3 inches; solid in the ground and in perfect condition.

No. 684 on high ground, plumb and firm; heaved 8 inches; a section 21 inches long broken out of the west side; also small hole near top; a piece 10 inches long broken out of the east side; about 150 feet east of an abandoned clearing; formerly occupied by Robert Story, now owned by Charles Barr.



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No. 685 on the summit of a ridge, a few feet east of McDermott's east line; a wire fence to the east and north; post heaved 12 inches, and quite loose in the ground; turned sideways in the hole; badly cracked on east side near the top; had been used as a target; a good winter road passes about 100 feet to the south of the post.

No. 686 on the south slope of the bank of a creek; heaved about 10 inches, quite loose, and leaning 6 inches east and south. A piece 6 inches long was broken out 1 foot below the top; the north side cracked.

No. 687 on a ledge of rock north of and about opposite the centre of the pond in the 'Gulf;' about 20 feet below the summit level, and about 30 feet north of where the ledge breaks off almost vertically. The pond is 100 feet (approximately) below the level of the post, and in a deep gorge, which crosses the line diagonally northwest and southeast. The monument stood 5 feet above the surface, with large pieces of rock around it; quite loose, but plumb, and in perfect condition.

No. 688 on top of what is called Huckleberry Rock on the southwest side of the 'Gulf;' the site was marked by a flat-pointed stone on end, surrounded by a number of large flat stones similar to those placed around No. 687. A small piece of the monument was found in the hole.

No. 689 in a depression on high ground about 130 feet west of a cluster of three white birch trees; diagonal to the line; loose in the ground; leaning west 3 inches or 4 inches; heaved 8 inches or 10 inches otherwise in perfect condition.

No. 690 had been heaved 18 inches; quite loose in the ground, leaning about 15 inches to the west; diagonal to the line; about 200 feet east of Mr. McDowell's road, and 150 feet east of a small meadow to the south of the line.

No. 691 about 40 feet west of a winter road on Woodward Jackson's farm; heaved 18 inches; leaning 18 inches southwest, and quite loose in the ground; otherwise in good condition. About 80 feet west of this point a survey post marked XXXXI-XXXII stands about on line, and is intended for a lot line in Canada.

No. 692 on south edge of a good winter road along the line; broken off close to the ground; the top reversed, and standing in the base; the shell varied in thickness from 5-16 to 3-4 of an inch.

No. 693 lying on the ground near a wire fence; its site was marked by a small circle of stones; there is a small clearing to the northeast of the post on the Canada side of the line.

No. 694 on a slight elevation, sloping north and west; diagonal to line; solid in the ground; leaning 3 inches east, and in perfect condition.

No. 695 in a thick second growth, about 20 feet north of a rail fence; pasture to the south of the line, extending to a rail fence 200 feet to the east; about 1,100 feet east of the Clinton Mills road; monument leaning 4 inches east; heaved slightly, but in perfect condition.

No. 696 on high ground in thick hardwood bush, and about 8 feet south of a wire fence; firm in the ground, though heaved 2 inches; leaning southwest about 5 inches.

No. 697 in stone bottom of fence running east and west, and about 3 feet east of a wire fence running north; broken off near the ground, reversed and standing on bottom section; pasture to the south, and woods to the north.

No. 698 in a rail fence, leaning 3 inches north and 4 inches west, solid in the ground, and in perfect condition; cultivated land on both sides of the line; a wire fence runs north into Canada about 130 feet west of the post.

No. 699 on a high ridge opposite a fence running south; heaved 6 inches; leaning 6 inches south, but in good condition.

No. 700 on the top of the east bank of a stream; heaved 8 inches; leaning 10 inches south, and loose in the ground; diagonal to line; in perfect condition. There is a highway known as the Churubusco road about 570 feet east of this monument.

No. 701 about 60 feet west of a wire fence running south; nearly opposite and about 40 feet south of a large ash tree; monument leaning west and south, loose in the ground; heaved 12 inches, but in perfect condition.



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No. 702 leaning northeast about 5 inches; diagonal to the line; loose, and heaved about 4 inches; condition perfect. Pasture land to the north and south of the line, and a rail fence leading east.

No. 703 on east side of a road, projecting above ground 2 feet 4 inches; leaning north and west, but is firm; small pieces broken out near the top on the east and west sides. Monument stood 10 feet 6 inches west of a frame store owned by O'Neill Brothers, and had been used as a hitching post.

Nos. 704 and 705 in a field about 12 feet north of a wire fence; they were on the line, and about 8 feet apart; both heaved about 12 inches; No. 704 leaning 12 inches north and 6 inches west; No. 705 leaning about 8 inches or 10 inches west and north, and slightly loose in the ground. The placing of two monuments close together indicates an astronomical station.

No. 706 about 120 feet east of a wire fence on the Canada side; leaning northwest under a tree top, and almost down; condition perfect.

No. 707 in a rail fence about 600 feet west of a highway, and about 90 feet east of a wire fence on the north side; bottom of the post in the ground under a pile of stones; top broken off.

No. 708 about 60 feet east of the northwest angle of a small pasture south of the line; leaning a little south and west; heaved about 6 inches; slightly loose, but in perfect condition.

No. 709 in a rail fence 25 feet west of a wire fence running south and 60 feet east of poplar bush on the Canada side; post leaning north, very loose, and almost down, but in perfect condition.

No. 710 lying on the north side of a rail fence about 360 feet east of travelled road. Some stones had been placed around the hole, which was on the south side of the fence; the post in good condition.

No. 711 upon the east side of the highway; firm in the ground; heaved about 3 inches; leaning 15 inches or 18 inches west; a small hole on the east side near the top; band about 2½ inches wide just below the top; apparently used as a hitching post; in front of brick store owned by J. C. Cook.

No. 712 in pile of stones on the south side of a rail fence about 60 feet east of a rail fence which runs north into Canada; leaning about 18 inches southwest; firm, and in perfect condition.

No. 713 about 75 feet west of stone fence running south; on the south side of a rail fence; heaved 6 inches; leaning north 8 inches; loose in the ground, with stones piled around the base; cleared land to the north and south of the line.

No. 714 on the east side of the Chateauguay road, 25 feet west of the remains of stone foundation of burned building; Richard Boyd's store stands on the west side of the highway, and is on the line; monument leaning 4 inches north, but solid in the ground, and in good condition.

No. 715 on high ground; heaved 3 inches; leaning 2 inches north, but solid in the ground, and in perfect condition.

No. 716 in low ground 50 feet or 60 feet west of a low ridge; 15 feet south of a brush fence; heaved 3 inches; leaning 6 inches east, and in good condition.

No. 717 diagonal to the line; leaning 5 inches north; solid in the ground, and in good condition; in a wire fence running east and west, and about 80 feet east of a fence running north.

No. 718 on the north side of a wire fence about 200 feet west of the northeast angle of a clearing on the New York side; slightly heaved; leaning 3 inches west, and in perfect condition.

No. 719 on the east side of highway; leaning east 8 inches; heaved 4 inches, with triangular piece broken out of east side near the bottom; bullet hole in the west side; the remains of old stone buildings on line stand about 40 feet west of the monument; it is claimed by those residing in the vicinity that this post had been moved north.

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No. 720 in the valley of the Chateauguay river; 10 feet west of the edge of the channel; diagonal to the line; slightly loose; leaning 4 inches north, and, with the exception of a bullet hole in the southwest side, in perfect condition.

No. 721 on the west side of the highway; leaning 8 inches east and north; badly cracked, and a piece broken out of the east side; opposite and 5 feet east of the north-east angle of a frame store, owned by Mr. Bush.

No. 722 on the south side of a rail fence on the first knoll west of the highway; diagonal to the line; slightly loose in the ground; heaved 6 inches; leaning north and east about 4 inches; in perfect condition.

No. 723 in wire fence on a ridge in hardwood timber, about 360 feet west of a line in Canada, starting from a survey post marked XVIII on west side, XIX on the east side; monument diagonal to the line; heaved about 3 inches; plumb; two cracks down the southwest side near the top.

No. 724 on knoll 1 foot south of a wire fence in hardwood second growth; heaved 4 inches; slightly loose in the ground, and leaning 3 inches north.

No. 725 about 60 feet west of a wire fence, running south; 15 feet south of a brush fence running west; diagonal to the line; heaved 6 inches; quite loose in the ground, but plumb, and in perfect condition.

No. 726 on dry ground, cleared to the north; small brush to the south; 2 feet south of a wire fence; heaved 6 inches; quite loose, leaning 6 inches south; about 123 feet west of a wire fence running south into New York state, and about 200 feet west of a wire fence running north on the west side of a small cultivated field in Canada.

No. 727 on low ground 1,200 feet west of road and about 200 feet west of clearing on Canada side; in an open place in second growth, and stands 6 feet south of a wire fence; leaning north 4 inches and west 2 inches; heaved 6 inches; solid in the ground, and in perfect condition.

No. 728 on northerly slope of high ground in open hardwood timber; sharply defined, ridge starting 120 feet northwest and running northeasterly some distance; post diagonal to the line; heaved 7 inches; solid and plumb; piece 12 inches long out of the southwest side, and post badly cracked on the southwest and southeast sides.

No. 729, 55 feet west of a wire fence running north on the west side of a clearing in Canada, and about 55 feet east of Stebbins' creek; cultivated land on the south; post heaved 8 inches, quite loose; leaning 12 inches southwest; in good condition. Mr. Stebbins' barn is nearly opposite, and about 1,200 feet south of this monument.

No. 730 on a dry stony ridge, about 325 feet west of a rail fence running north; pasture land on both sides of the line; post on the north side of a rail fence, in stone pile; firm in the ground, leaning 4 inches south, and in good condition.

No. 731 on south edge of a small pasture in Canada, on east edge of rocky knoll, about 40 feet east of a group of large bushy hemlocks; post broken off diagonally from 18 inches above down to near the surface of the ground; bottom section solid, but heaved 8 inches, and leaning northeast; irregularity in thickness of shell very noticeable.

Nos. 732 and 733 on line about 10 feet apart on the south edge of cultivated land a short distance east of Trout river. Both monuments were leaning northwest, and were almost down; a cluster of elms has grown up between the posts. The placing of these two monuments close together indicates, as already mentioned, an astronomical station.

No. 734 formerly stood on a peninsula in Trout river. The construction of a dam has raised the water so that during spring freshets the site is covered. It does not appear that this monument could usefully be replaced.

No. 735 on Main street in Trout River village, just outside of a two-plank board walk 14 feet 3 inches east of Mr. Dolan's hotel; broken off close to the ground; base apparently in original position; line crosses Main street diagonally, a number of buildings being intersected.



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No. 736 on the north side of a rail fence, a short distance west of the village of Trout River; diagonal to the line; heaved 18 inches; leaning northwest at an angle of 30 degrees with horizon, but is in good condition.

No. 737 on top of a stony knoll on the south side of a rail fence; pasture land on both sides of the line; post 16 feet west of rail fence running south; just north and west of the post, there is a thicket of small cedars; monument diagonal to the line; solid in the ground, plumb, and in good condition.

No. 738 in pasture land 8 feet south of rail fence; at foot of a stony ridge, running southwest; heaved 18 inches; very loose in the ground; leaning 2 feet southwest, but in perfect condition. Some stones had been placed around the base; pasture land extends to the south; cultivated land to the north of the line.

No. 739 was found leaning northwest against a rail fence; bottom in a ditch; the core still in the ground; monument in perfect condition. The land adjacent to the line on both sides is level and cultivated.

No. 740 on the south side of a rail fence 210 feet west of a barn on the Canada side of the line; heaved 8 inches; loose in the ground; leaning 30 inches southwest, but in good condition; cleared land on both sides of the line.

No. 741 on the south side of a rail fence 25 feet west of summit of a rocky ridge; three large trees, a maple, a basswood and a yellow birch stand northeast of the post; monument diagonal to the line; cracked on the northeast side on the top; solid in the ground, and plumb.

No. 742 on the northwest side of a road crossing the boundary diagonally northeast and southwest; heaved 3 inches; plumb, and in good condition. Several buildings belonging to William Amlet stand on the line to the west of the post.

No. 743 in pasture land, about 10 feet north of the west end of a rail fence and the east end of a wire fence; about 6 feet west of a ditch running north; heaved 18 inches; leaning 4 inches south; very loose in the ground and cracked down one corner nearly 2 feet. This post had been turned one quarter around to the east; it was also badly cracked near the bottom.

No. 744, 170 feet west of a creek, 60 feet west of the easterly limit of green timber on the Canada side; heaved 8 inches; leaning 2 feet west; very loose in the ground, but in good condition.

No. 745 at the westerly edge of a bad cedar swamp and at the easterly limit of a rocky ridge; heaved 6 inches; diagonal to the line; leaning 2 inches west; in good condition.

No. 746 heaved 4 inches; leaning south 6 inches; solid in the ground, and in good condition; on high rocky ground on the north side of a rail fence north of an abandoned road, which ends about 60 feet east of the post.

No. 747, 18 inches north of a wire fence on a stony knoll, and in line with a rail fence running northeast; monument diagonal to the line; heaved slightly, but plumb and in good condition.

No. 748 on the east side of a highway in front of an old building used as a store; 1 foot south of the door, and 8 feet out on the street; broken off close to the ground; bottom solid.

No. 749 on south edge of a knoll, the first high ground west of the road; heaved 6 inches; loose in the ground; leaning southwest 12 inches, and cracked on the south-east side.

No. 750 on the summit of a high rocky knoll in the remains of a stone fence; diagonal to the line; heaved slightly; leaning 3 inches south; cracked down the southwest side from the top 18 inches; pasture to the north and south.

No. 751 in low wet ground at the foot of a ridge, 320 feet, more or less, west of a fence running south; very loose; leaning north 12 inches; heaved 5 inches; small hole in the north side 2 feet from the top; on the north side of a rail fence; grove of maples on ridge to the west.

No. 752 on the east side of road leading north from Ft. Covington; leaning 5 inches east; solid in the ground, and in good condition.



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No. 753 in wire fence in low wet land; heaved 18 inches; very loose, plumb, and in good condition.

No. 754 near the centre of the main street of Dundee; broken off close to the surface; buildings to the east and west on line.

No. 755 broken off 6 inches below the surface by ice; on northeast side of road along west bank of Salmon river; top now lying on the east side of the road.

No. 756 about 300 feet west of the east edge of Dundee swamp; on the south side of winter road, and about 65 feet west of a rail fence running south; diagonal to line; heaved 18 inches; leaning southeast about 3 feet; in perfect condition.

No. 757 in Dundee swamp 15 feet south of the winter road; heaved 12 inches; leaning 36 inches west, but in good condition.

No. 758 near the southwest corner of clearing on Tyo's island; some stones around the base; very loose; leaning southwest 2 feet; heaved 1 foot; in perfect condition; diagonal to the line.

No. 759, 1,120 feet west of Pyke's creek; was found lying on the ground beside the fence; no evidence as to its position on line.

No. 760 on the northeast side of a road which comes up to the boundary from the south and extends west along the boundary for a short distance, and thence northwesterly into Canada; post at the west end of a stone wall from the east along line; leaning 36 inches northwest; solid in the ground, and in perfect condition.

No. 761, 2 feet north of a wire fence in low swampy ground; cleared land to the north, but many stumps south of the line; about 200 feet west of an ash and elm swale, and is nearly north of Hollinbeck's house; heaved 15 inches; very loose in the ground, but in perfect condition.

No. 762 on high land between two swamps; 22 feet east of a wire fence running south; very loose; heaved 10 inches; leaning northwest 5 inches; diagonal to the line; cleared land to the north and south.

No. 763 in dense wet alder swamp, 596 feet west of the easterly limit thereof; was very difficult to find.

No. 764 on easterly slope of hardwood ridge, leaning 1 inch south, and 1 inch east; in good condition; about 500 feet west of the alder swamp.

No. 765 about 80 feet east of a water course; in a low wet meadow; willow bushes along the line 200 feet to the west, but no indication of the line to the east for 500 or 600 feet, thence a wire fence; post heaved 12 inches; about 2 feet of the top broken off and missing.

No. 766 in a line of willow bushes; land cleared on both sides; leaning 8 inches east, but solid in the ground, and in good condition.

No. 767; land cleared on both sides of the line; no fence; line indicated by bushes; post about 800 feet south of a yellow house on the highway; leaning 18 inches northwest; solid in the ground, and in good condition; cleared land extends about 600 feet along the line west of the post; thence thick second growth to the north and south.

No. 768 in southwest angle of a small clearing surrounded by brush; leaning 8 inches west and 6 inches north; solid in the ground; in perfect condition, and diagonal to the line; about 500 feet southwest of a small house in a pine grove.

No. 769 on summit of first ridge east of St. Regis river, in grove of small hickory and oak; heaved 2 inches; leaning 4 inches south, and in perfect condition.

No. 770 formerly on the east bank of St. Regis river; has disappeared.

No. 771 on the main street of St. Regis, 6 feet southeast of a wire fence, leaning south and east 2 inches; slightly loose in the ground; heaved 3 inches; diagonal to the line; has been turned around 180 degrees. Running Deer's house on the east side of the street, and a small building on the west side, are on the line.

No. 772 on high ridge just outside and west of the village of St. Regis; heaved 8 inches; leaning 6 inches east, and in perfect condition.

No. 773 on high ground about 4 feet northeast from old log stable; heaved 8 inches; solid in the ground; leaning west 3 inches and north 12 inches; condition perfect.

-No. 774 formerly stood on the bank of the St. Lawrence river. The Indians say that this post has not been seen for many years.

In connection with the above description of the condition of the monuments at the time of our examination of 1901, it is of interest to refer to the results of the joint examination of this line which was made in 1890. In the following table a comparison is made in case of a few monuments:—

Number	Condition in 1890.	Condition in 1901.
670	Heaved 6 inches, loose though plumb.	Heaved 15 inches, very loose.
671	Firm, but leaning slightly northeast.	Heaved 18 inches; piece broken out about 3 feet from top.
679	Heaved 1 foot, loose and leans south.	Heaved 2 feet, very loose.
683	Post plumb and firm.	Heaved 3 inches, leaning slightly east and north.
685	In hard ground, plumb and firm.	Heaved 12 inches, quite loose in ground, turned in hole; badly cracked on east side.
686	Plumb and firm.	Heaved 10 inches, quite loose, leaning 6 inches east and south. Piece 6 inches long broken out of north side.
699	Plumb and firm, in hard ground.	Heaved 6 inches, leaning 6 inches south.
700	Plumb and firm in ground.	Heaved 8 inches, leaning 10 inches south and loose in ground.
756	Leans a little southeast, but is firm.	Heaved 18 inches, leaning southeast about 3 feet.
762	Plumb and firm.	Very loose, heaved 10 inches and leaning 5 inches west.

From this we may infer that in another decade many of the posts which we found standing would be entirely out of the ground, and as many of the monuments indicated deflection angles, their re-location would be somewhat difficult. The monuments were not placed below the frost line, and the thickness of the shell was exceedingly irregular, varying from 5-16 to 3-4 of an inch. The action of the frost in the spring drew the post, and the irregular expansion and contraction during extreme temperature cracked the shell.

Originally there were one hundred and thirty monuments set on the section of the line between the Richelieu and St. Lawrence rivers. Erosion of the easterly banks of the St. Regis and St. Lawrence rivers has destroyed the sites of Nos. 770 and 774, and the construction of a dam on Trout river has inundated the site of No. 734, and these monuments have disappeared.

In summing up the above notes of our examination, we may give the following general statement:—

In perfect condition (No. 646).....	1
Heaved, leaning, loose or altogether out of the ground, but in good condition.....	83
Solid, plumb and perfect.....	9
Cracked, broken, or missing.....	37

130

The above is sufficient demonstration of the necessity of renewing the monuments set in 1845. Ten only out of one hundred and thirty were found in perfect condition.

The decision of the commissioners, under the Treaty of Washington, as to the size and weight of monuments to be used was, no doubt, largely influenced by lack of facilities for transport. Railways and excellent highways now cross and recross the line, and modern conditions prevail.

In reporting to you the results of our examination, we expressed the opinion that the size and weight of the existing monuments were insufficient. Apart from their



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want of permanency, and the difficulty experienced in finding them, their diminutive appearance seemed altogether out of keeping with the importance of the line which they were intended to mark. The international boundary between Canada and the United States should be marked more conspicuously and permanently than by small cast-iron posts.

We observed that there were several railways and a number of highways crossing the line without any mark at the point of intersection. It was noticed that at several places along the line, high ridges occur between the posts. New monuments at road crossings (eleven in all) appeared necessary, and also some five new monuments at intervening points.

In our report we felt unable to advise any material expenditure having for its object the perpetuation of the existing monuments; that is, the ninety-two which were in perfect condition. The cost of scraping, painting and resetting would, perhaps, be about twelve or fifteen dollars each. Although intact, the irregularity in the thickness of the metal would be a constant menace to their stability, and we could offer no satisfactory method of augmenting their strength. Concrete filling was considered, but the question of unequal expansion and contraction would still exist, perhaps to a greater extent, through the introduction of a core having a different and comparatively unknown co-efficient of expansion.

Thirty-six of the existing monuments in any case would have to be replaced by new ones; apart from the additional sixteen at road crossings and intervening ridges.

The visible line, as located under the provisions of the Treaty of Washington, 1842, consisted of an opening in the forest thirty feet wide on the ground, with monuments at deflection and intermediate points. At isolated places the depression in the sky line of the timber is still plainly visible. But there are long sections of second growth where there is not the slightest indication of the position of the line. Where the land is cleared and cultivated, trees and brush have grown up along the fences, so that under present conditions it is almost impossible to see from any one monument to another.

We called your attention to the fact that in the case of the missing monuments, a resurvey of more or less extent would be necessary to replace them, and should you decide to build new monuments throughout, a rigorous instrumental survey of the whole line could be made at the same time at comparatively small additional expense. The plan and field notes of such survey would be of great value to both countries. They would effectually perpetuate the many governing points which indicate deflections along the line now established as the boundary between the province of Quebec and the state of New York. The lengths of the tangents range from twenty thousand seven hundred to twenty-three hundred feet, and the deflection angles from a few minutes to several degrees of arc.

You having decided to erect granite monuments along the whole extent of the line, and having awarded to a firm at Hardwick, Vermont, the contract for their construction and their delivery at certain convenient railway stations by March 1, 1902; your representatives, previous to their delivery, met at Hardwick for the purpose of inspecting and accepting the monuments on your behalf.

In May, we were further directed to make preliminary arrangements for the field work of the renewal of all the monuments from the Richelieu to the St. Lawrence river, and of a rigorous instrumental survey.

We met at Three Rivers and made out statement of the number of men required, the tools necessary for the rebuilding of monuments, and the instruments to be furnished by each country for the purpose of carrying on the survey, and at once submitted them for your approval. We were then directed to commence the work as soon as possible.

On the evening of the 3rd of June, the Commissioner for Canada and your representatives met at Rouse's Point. We at once began assembling material for the monu-



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ments, arranging for labourers, and in every way preparing for carrying out your instructions speedily and successfully.

It was supposed that the monument building would not progress as rapidly as the survey, consequently at the beginning our energies were directed toward that branch of the work, and the first monument (No. 647) was built on June 9.

Water to the depth of five or six feet covered the site of No. 645, which was left until later in the season. After several days' experience, we found that this work could be carried on efficiently with the following staff:—

Foreman (expert concrete worker) . . . . .	1
Teamsters . . . . .	2
Stone breakers . . . . .	2
Labourers . . . . .	3

The new monuments were located and constructed as follows: Where there was no doubt as to the old monument being in its true position, it was first referenced by intersection hubs, east, west, north and south. These hubs projected 12 inches, and were so placed that cords stretched between nails on their tops passed exactly six inches east and north of the centre of the old monument. The old monument was then removed, a hole three feet square (properly placed) was excavated to a depth of about four feet six inches.\* Concrete mixture, one part Portland cement, two parts clean sharp sand, and five parts broken stone, properly rammed, was used to fill the excavation to within three inches of the surface of the ground. The cords were placed in position, and the monument adjusted thereto, and kept in place by guys attached to an iron collar which fitted over the pyramidal top. A form three feet square inside and twelve inches high was then carefully placed at right angles to the line and the concrete carried up to its top.

This portion of the base was finished with a mixture of one part cement and one part of sand, the top having an outward slope of about one in ten. While 'setting' was in progress, brass plates with inscriptions of bevelled projecting letters were placed in position on top, and kept there until a perfect impression was obtained. Twenty-four hours after the form was removed and the exposed surfaces given a brush coat of Portland cement grout.

In addition to replacing the original monuments, sixteen new monuments were erected, as follows:—

No. 650 A.—In a rail fence on top of a high ridge, between monuments 650 and 651. This point is visible for many miles from the east.

No. 651 A.—On the easterly side of a highway, between Nos. 651 and 652.

No. 652 A.—In pasture land, on a summit between monuments 652 and 653.

No. 657 A.—On the westerly side of a highway leading north into Canada, and between Nos. 657 and 658.

No. 663 A.—On the east side of a highway crossing the line, between monuments 663 and 664.

No. 665 A.—On the right of way of the Grand Trunk Railway, and near the westerly limit thereof.

No. 674 A.—On a high ridge, between Nos. 674 and 675. Cultivated land on both sides of line.

No. 676 A.—On the easterly side of a highway, crossing the line between monuments 676 and 677.

No. 678 A.—In cleared land, on high ground, between 678 and 679.

No. 679 A.—On summit of a rocky ridge, in second growth timber, between monuments 679 and 680.

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\* Where soft marshy ground was encountered, the hole was excavated to a sufficient depth to secure a solid foundation; where ledge rock occurred, all loose material was removed, and the site washed and roughened, in order to secure a proper bond.

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No. 695 A.—On the west side of the north section of the Clinton Mills road, between numbers 695 and 696.

No. 699 A.—On the west side of the Churubusco road, about five hundred and seventy feet east of No. 700.

No. 706 A.—On the east side of McCann's road, between 706 and 707.

No. 722 A.—On the west side of Jamieson's road.

No. 727 A.—On a sand knoll just east of the easterly limit of the right of way of the Mohawk and Malone branch of the New York Central Railway.

No. 751 A.—On the westerly limit of the right of way of the Grand Trunk Railway.

All new monuments were placed on the line joining the two nearest original monuments.

Where deflection angles occurred, the original monuments were placed diagonally, and in the original notes were called angular monuments. In accordance with your instructions, the new monuments were placed at right angles to the line.

Monument No. 734, previously referred, was not rebuilt. No. 754, which originally stood in the centre of the main street of Dundee, was erected eleven and forty-eight hundredths feet west of the bottom of the old monument, which was left in place. No. 770, formerly on the east bank of St. Regis river, was placed about ten feet east of the highway, which runs nearly parallel to the river, a short distance back from the east bank.

Monument 774, which formerly stood on the bank of the St. Lawrence river, has been carried away by erosion. The new monument was erected about 100 feet east of the present bank.

In those cases where, as previously explained, two monuments had been set on line, to indicate an astronomical station, we did not consider it necessary to place more than one new granite monument.

Monument No. 645, in the Richelieu river, was rebuilt in October at the close of our season's work. We measured easterly from No. 646, the distance given in the original notes, and found the stone foundation referred to in the report of the survey of 1845.

Owing to the fact that water covered the site to a depth of two feet, we constructed a cofferdam six feet square. A hole three feet square was excavated nine feet below the surface of the water before we obtained a solid foundation.

The concrete was carried up to within six inches of the surface of the water before the monument was placed thereon. The base was constructed in the same manner as that of the other monuments, and when completed its top projected six inches above the surface of the water. The space between the base and the cofferdam was filled with gravel well rammed.

The other branch of the work—the survey—was conducted in the following manner:—

This section of the boundary line, as located under the Treaty of Washington, consists of a series of tangents of different lengths, and of deflection angles irregular as to direction and magnitude. As the line passes through an inhabited country, and at many points buildings and orchards are on and along the line, it was imperative that we should place our survey lines near the boundary, and have as few tangents as possible, in which we were fairly successful.

Thus we were compelled to adopt a system of survey which consisted of a succession of straight lines of different courses, and in order to secure the best possible results as regards azimuth especially, these lines were so placed as to obtain the maximum length without departing materially from the original line.

When organized, our survey party consisted of the following:—

Assistant surveyors.....	1
Chainmen.....	4
Axemen.....	5



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Office computations, based on the original notes, determined the position and direction of our tangents or transit lines. On the ground these lines were run in accordance with modern precision methods. The position of each monument was referred rectangulary to our transit line. Two independent measurements were made with narrow steel tapes. The leading chainman used a tape sixty-six feet long, and recorded the distance from monument to monument only; the check chainmen used a tape one hundred feet long, and continued their measuring throughout, noting the distance to each monument, and leaving marked stakes at hundred-foot intervals. Temperatures were recorded, and every care exercised in carrying on this part of the work. Where differences between the two recorded distances were appreciable new measurements were made.

The copy of the original notes which accompanied our instructions aided us materially in carrying on the work. As the survey progressed, it was found that the alignment of the original monuments between the diagonal monuments or deflection points was good, although errors were found in the deflection angles given in the notes.

It was a matter of current report that certain monuments, namely, Nos. 659, 719, 721 and 743 had been moved from their original positions by unauthorized persons. Our survey showed, however, that the first of these was only  $4\frac{1}{2}$  inches from the true line, and No. 719 was exactly on line. Nos. 721 and 743 proved to be 3.39 feet and 4.41 feet, respectively, off line. No. 743 also was found to have been moved easterly a distance of 53.81 feet, and, as will be seen from the notes we have given of our examination of the monuments, was completely loose in the hole, and turned partly round. The discrepancies in the positions of these two monuments were much greater than any others found, and far beyond the range of accidental error of line running or monument setting in the original survey. Our survey shows the probable error of the placing of an original monument to be not more than two or three inches. This was considered by us to be corroborative of the rumoured displacement, and we set the new monuments on the true line: No. 721, 3.39 feet, and No. 743, 4.41 feet south of where we found the old posts. No. 743 was also moved westerly 53.81 feet.

The astronomical observations, consisting of the determining of the azimuths of the transit lines, and of the latitude of certain points, were unavoidably delayed until the latter part of the season. Most unfavourable climatic conditions were encountered, and only about one-half of the necessary observations were secured. Azimuth station No. 5, near the Churbusco road, marked the westerly termination of this work. The report in connection therewith will be made when observations are completed.

Field notes of our survey in duplicate will be elaborated during the winter season and submitted for your approval.

H. P. WILLIS,

*Representing the Commission for State of New York.*

C. A. BIGGER,

*Representing the Commission for Canada.*



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## APPENDIX No. 2.

STATE OF NEW YORK,  
OFFICE OF THE STATE ENGINEER AND SURVEYOR,  
ALBANY, May 9, 1899.

*Boundary Line Monuments.*

SURVEYOR-GENERAL,  
Department of the Interior, Technical Branch,  
Ottawa, Canada.

I beg leave to call your attention to the law relating to the monuments marking the boundary lines of our state, a copy of which I inclose. This law requires that an examination and inspection of the boundary line monuments shall be made during the present year, and I earnestly solicit your co-operation with us in such examination and inspection.

We now have an appropriation for this purpose, and would gladly put the necessary party in the field, to co-operate with such persons as are designated by your department, on short notice, if you will let me know what your wishes are in the matter.

EDWARD A. BOND,  
*State Engineer and Surveyor.*

## APPENDIX No. 3.

DEPARTMENT OF THE INTERIOR,  
TOPOGRAPHICAL SURVEYS BRANCH,  
OTTAWA, May 15, 1899.

EDWARD A. BOND, Esq.,  
State Engineer and Surveyor,  
Albany, N.Y., U.S.A.

I have the honour to acknowledge the receipt of your letter of the 9th instant, inviting the co-operation of our government in the examination and inspection of the monuments marking the boundary line between Canada and the state of New York. I have submitted your invitation for instructions, and will advise you later.

E. DEVILLE,  
*Surveyor-General.*

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## APPENDIX No. 4.

STATE OF NEW YORK,  
OFFICE OF THE STATE ENGINEER AND SURVEYOR,  
ALBANY, March 2, 1900.

Hon. E. DEVILLE,

Surveyor-General, Dept. of Interior,  
Topographic Survey Branch, Ottawa, Canada.

From May 15 to June 30, 1899, we held some correspondence in relation to the examination of the monuments marking the boundary line between Canada and the state of New York. Our law stipulates that the State Engineer and Surveyor shall make an examination of the state boundary monuments once in three years. The time has arrived when the monuments between Canada and the state of New York, by the terms of our statute, should be examined.

It would please me very much if a representative of your government could take this matter at the same time, so that each party will know of any defective monuments, and also know of any repairs to monuments that ought to be made.

I shall be very glad if you will take this subject up with the proper parties, and let me know at an early date what the possibilities are of co-operation by your department with ours in this examination.

EDWARD A. BOND,  
*State Engineer and Surveyor.*

## APPENDIX No. 5.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 26th of May, 1900.*

On a report dated 12th May, 1900, from the Acting Minister of the Interior, stating that he has received a communication from the State Engineer and Surveyor of the state of New York, stating that he is required under their law to make every three years an examination of the monuments marking the boundary of his state, and that the time for the periodical examination is at hand, and asking the co-operation of the Government of Canada so far as regards that portion of the state boundary which coincides with the boundary of the Dominion.

The Minister observes with regard to this proposition that it looks to a mere examination of the monuments, and not the repair or replacing of those broken or lost. This last should be out of the power of the state of New York or of Canada, either separately or jointly without an international agreement with the United States. Without power to replace, the examination would appear to be of little service to the Dominion. For this reason, he (the Minister) is unable to recommend compliance with the State Engineer's request.

The Minister would, however, call attention to the general question of which this is a part, namely, the examination, and where necessary, the remarking of the whole of the southern boundary of Canada, wherever it has been surveyed by the various

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commissions appointed for that purpose. The portions of the boundary line which have been so marked are :—

From the St. Croix to the St. Lawrence river, separating the provinces of New Brunswick and Quebec from the states of Maine, New Hampshire, Vermont and New York; this line was surveyed under the Ashburton Treaty of 1842, and marked with cast-iron mounments.

From the Lake of the Woods to the Rocky Mountains (49th parallel), separating Manitoba and the North-west Territories from the states of Minnesota, North Dakota and Montana; surveyed 1872 to 1874 and marked, in part with iron monuments, in part with earth or stone mounds.

From the Rocky Mountains to the Straits of Georgia (49th parallel), separating British Columbia from the states of Montana, Idaho and Washington; surveyed 1859 to 1861, and marked with mounds and iron posts.

As regards all these portions of the line many complaints have been made from time to time of the disappearance of monuments, and the consequent difficulty of determining the exact position of the boundary, while the British Columbia portion of the line was, in November, 1892, the subject of a formal request by the Lieutenant-Governor in Council for not only a re-establishment of lost posts, but also for an additional or supplementary survey, on the ground that the demarcation by the Commissioners was not sufficiently complete for modern requirements.

Again, the boundary line between Ontario and Minnesota, between Lake Superior and Lake of the Woods, has been designated by the Commissioners under the Treaty of Ghent, and by the Ashburton Treaty, by description and maps only, and the line (which in general follows the water communication) has never been marked where it crosses the portages.

The Minister submits that while this question was one of those before the Joint High Commission, it is yet essentially different from the other questions before that Commission, as it involves no cession of territory or relinquishment of rights on either side, but is a matter purely of business arrangement to the mutual advantage of both countries.

The Minister, therefore, recommends that Your Excellency be moved to inform Her Majesty's Government of the desire of the Government of Canada to join with the United States in an examination of their common boundary for the purpose of re-establishing lost monuments and of placing such supplementary monuments as may appear necessary to meet modern requirements.

The committee advise that Your Excellency be moved to transmit a certified copy of this Minute to the Right Honourable the Secretary of State for the Colonies.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. McGEE,  
*Clerk of the Privy Council.*

## APPENDIX No. 6.

STATE OF NEW YORK,  
OFFICE OF THE STATE ENGINEER AND SURVEYOR,  
ALBANY, October 23, 1900.

*New York-Canadian Boundary Monuments.*

Hon. JOHN HAY,  
Secretary of State,  
Washington, D.C.

By the laws of the state of New York, it devolves on the State Engineer and Surveyor to once in three years examine all of the boundary monuments of the state, and



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report to the legislature their condition, and in connection with this work I have had the boundary monuments between Canada and the state of New York examined this past summer.

Of a total of 130 monuments I find only 37 in perfect condition. I find four are missing; 13 are broken, or have pieces broken off; 8 have fallen down; 5 have cracked; 39 have been heaved by action of the frost; 24 lean; that, is, are not plumb. Of these, some of them are firm and others loose.

I would be glad if you would tell me what is best to be done to induce the Canada government to join, either with the government of the United States or with our state, to have these monuments replaced and put in proper and first-class condition.

If your department will take it up with the Canadians, I shall be very glad; but, if not, and they will assent to joining my department in adjusting this matter, we will gladly attend to it.

If I have not addressed the right department, I would appreciate it very much if you would have this letter referred to the proper parties.

EDWARD A. BOND,  
*State Engineer and Surveyor.*

## APPENDIX No. 7.

DEPARTMENT OF STATE,  
WASHINGTON, October 29, 1900.

EDWARD A. BOND, Esquire,  
State Engineer and Surveyor,  
Albany, New York.

I have to acknowledge the receipt of your letter of the 23rd instant in relation to the condition of the boundary monuments between the state of New York and the Dominion of Canada.

I have submitted the matter to the British ambassador, with a view to ascertain whether the Canadian government will be willing to join in the replacing and repair of the monuments. As a new survey is not involved but simply the repair of existing monuments, it would not seem to require any new convention, but merely provision on both sides for the joint performance of the work.

JOHN HAY.

## APPENDIX No. 8.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 5th January, 1901.*

The Committee of the Privy Council have had under consideration a copy of a despatch, hereto attached, dated 1st November, 1900, from Her Majesty's Ambassador at Washington, transmitting a copy of a note from the Secretary of State of the United States, inquiring whether the government of Canada is willing to join in having the monuments upon the boundary line between Canada and the state of New York put in proper and first-class condition.

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The Minister of the Interior, to whom the matter was referred, observes that Your Excellency's government has already, by Minute dated 26th May, 1900, expressed its willingness and desire to join with the government of the United States in the examination and repair of monuments upon the boundary between Canada and the United States.

The Minister further states that the occasion for the above mentioned Minute was an invitation on the part of the authorities of the state of New York to the government of Canada to join with them in an examination of the northern boundary of their state, where it abuts upon the province of Quebec. This proposal Your Excellency's advisers declined to accede to, for the reason that the mere examination of the monuments would not serve any very practical end, unless provision were made for the restoration of lost or broken monuments, a matter which could not be dealt with except with the consent and co-operation of the government of the United States.

The Minister further states that this objection is not set aside by the note of the United States Secretary of State. Although the note indicates the agreement of the United States as regards only a small part of the work proposed by Your Excellency's government, and a more extended agreement would be more satisfactory, he is of the opinion that concurrence in the limited proposal is in the public interest.

The Minister further observes that it appears that of 130 monuments originally placed on the New York boundary, 37 are now in first-class condition, whereas in 1890 an examination of this line by an officer of the Department of the Interior showed 51. The rapid deterioration of the monuments thus apparently not only calls for early action towards their restoration, but also indicates the probable condition of the monuments on the prolongation eastward of this line, north of the states of Vermont, New Hampshire and Maine, and suggests the advisability of action there also.

The committee, on the recommendation of the Minister of the Interior, advise that Your Excellency be moved to inform Her Majesty's Ambassador at Washington that the government of Canada is willing to join with the government of the United States in the examination and restoration where necessary of the monuments along the line between the province of Quebec and the state of New York, but desires to suggest that the scope of the proposed joint operations be enlarged so as to cover the whole of the boundary line, which was marked under the Webster-Ashburton Treaty, from the St. Lawrence to the St. Croix river.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. MCGEE,

*Clerk of the Privy Council.*

## APPENDIX No. 9.

STATE OF NEW YORK,

EXECUTIVE CHAMBER,

ALBANY, August 5, 1901.

Hon. E. A. BOND,

State Engineer,

Albany, N.Y.

The inclosed letter from the Department of State at Washington is forwarded to you for your information.

B. B. ODELL, Jr.



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## APPENDIX No. 10.

DEPARTMENT OF STATE,

WASHINGTON, August 3, 1901.

His Excellency,

The Governor of New York,  
Albany.

I have the honour to acknowledge the receipt of your letter of the 23rd ultimo, inclosing one to yourself from the State Engineer of New York, requesting to be put in direct communication with the proper officials of the government of the Dominion of Canada, for the purpose of undertaking at once, conjointly with them, the placing of new monuments to mark the boundary between the state and the Dominion.

As Mr. Bond is aware, the department submitted to the British embassy his suggestion, that this matter be undertaken now without first waiting until the states of Vermont, New Hampshire and Maine should also have agreed to mark anew their respective boundaries with Canada. To that note no reply has yet been received; and until a favourable answer is given, this department thinks it is hardly in a position to bring the engineers of New York and Canada into direct communication for the purpose stated. But it will be glad to do so when the proper time shall have arrived.

ALVEY A. ADEE,

*Acting Secretary.*

## APPENDIX No. 11.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 16th August, 1901.*

The Committee of the Privy Council have had under consideration a despatch, hereto attached, dated July 17, 1901 from His Majesty's Chargé d'Affaires at Washington, transmitting a copy of a note from the Secretary of State of the United States having reference to the condition of the monuments on the boundary between Canada and the state of New York, and suggesting that in view of the simplicity of the task of executing the necessary repairs, these would be carried out by the direct co-operation of the Department of the Interior of Canada with that of the Engineer of the state of New York, without awaiting the conclusion of any future agreement between His Majesty's government and the United States government for the more effective demarcation of the frontier.

The Minister of the Interior, to whom the said despatch was referred, submits that the proposed co-operation with the state of New York, with the concurrence of the government of the United States, is quite in accord with the views expressed by His Excellency's advisers in the Minutes of the Council of the 26th May, 1900, and 5th January, 1901, although the scope of the proposed operations is restricted to the limits of the state of New York, and, as set forth in these Minutes, an inquiry into the condition of the whole land boundary between the United States and Canada is to be desired.



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The Committee advise that His Excellency be moved to inform His Majesty's Chargé d'Affaires at Washington of the concurrence of the government of Canada with the proposal of the Secretary of State of the United States, it being understood that the agreement to the proposed co-operation is without prejudice to any further agreement between the two governments for the more effective demarcation of the existing treaty boundary in that quarter, and that, while each government shall pay the expenses of its Commissioner and surveyors, the actual cost of repairs shall be equally divided.

All which is respectfully submitted for His Excellency's approval.

JOHN J. MCGEE,  
*Clerk of the Privy Council.*

## APPENDIX No. 12.

*Mr. Lowther to Lord Minto.*

BRITISH EMBASSY,  
NEWPORT, R.I., July 17, 1901.

His Excellency,  
The EARL OF MINTO, G.C.M.G.

With reference to Lord Pauncefote's despatch, No. 3, of January 12 last, I have the honour to transmit to Your Excellency herewith a copy of a further note from the United States government, drawing attention to the danger of the obliteration of the boundary between Canada and the state of New York through the dilapidation of the monuments, and suggesting that, in view of the simplicity of the task of executing the necessary repairs, it should be carried out by the direct co-operation of the Department of the Interior of Canada with that of the Engineer of the state of New York, without awaiting the conclusion of any further agreement between His Majesty's government and the United States government for the more effective demarcation of the frontier, such as that which, it is hoped, may result from the survey suggested by the latter last January and communicated to Your Excellency in Lord Pauncefote's despatch No. 13.

I should be grateful if Your Excellency would be good enough to inform me what answer I should return to the proposal of the United States government.

GERARD LOWTHER.

## APPENDIX No. 13.

DEPARTMENT OF STATE,  
WASHINGTON, July 15, 1901.

Mr. GERARD A. LOWTHER.

I have the honour to inform you that the department is in receipt of a letter from the Governor of New York, dated the 14th ultimo, in which he says that the State Engineer has called his attention to correspondence that the latter has had with the Department of the Interior of the Dominion of Canada in relation to replacing and repairing the monuments that mark the boundary line between the state of New York

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and the Dominion of Canada. The State Engineer informs the Governor that the monuments are in such a fragile and broken condition that unless they are replaced very soon by more permanent ones the boundary line may be lost.

The Governor requests that the matter may be brought to the attention of the British Ambassador, with a view to having early action taken to repair and replace the dilapidated monuments.

In this connection I beg to recall to your attention the proposal contained in the department's note to Lord Pauncefote of October 29, 1900.

While the department still adheres to the view expressed in its note of January 29, 1901, in which it is gratified to see that the Government of the Dominion of Canada shares, that a general survey of the whole land and water boundary between the two countries, with a view to replacing lost monuments and erecting new ones, as well as determining by buoys or ranges, or both, the water boundaries in the narrow lake channels, is most desirable, the question presented on the New York boundary is of so simple a nature that it is conceived that no difficulty will be found in carrying out, forthwith, the suggestion of the Governor of the state. There is no question of settling any dispute arising from the total disappearance of old monuments or the insufficient marking of the line by the treaty Commissioners. It is merely a matter of repairing existing line marks, as to the situation of which no question or doubt can arise.

It is not thought that an international convention would be necessary to provide for painting iron monuments, cementing the defective masonry of stone monuments, restoring inscriptions obliterated by exposure to the elements, or, in short, executing all such mere repairs as may be needful to enable the line marks to subserve the purpose for which they were set up. All this can be done by the joint action of the appropriate agents of the Engineer's Department of the state of New York and of the Department of the Interior of Canada, without prejudice to any future agreement between the two governments for the more effective demarcation—if need be—of the existing treaty boundary in that quarter.

It is hoped that an early and favourable consideration may be given to this proposal.

JOHN HAY.

## APPENDIX No. 14.

*Lord Pauncefote to Lord Minto.*

BRITISH EMBASSY,

WASHINGTON, January 12, 1901.

His Excellency

THE EARL OF MINTO, G.C.M.G.,

The Governor General.

I have the honour to acknowledge the receipt of Your Excellency's despatch, No. 6, of the 9th instant, inclosing a copy of an approved Minute of the Privy Council for Canada, intimating the willingness of the Canadian government to join with the government of the United States in the examination and restoration, where necessary, of the monuments along the line between the province of Quebec and the state of New York, but suggesting the extension of the proposed joint operations so as to include the whole of the boundary line marked under the Webster-Ashburton Treaty, from the St. Lawrence to the St. Croix river.

I have forwarded the Minute to the United States government, with the request that I may be informed of their views on the suggestion therein contained for communication to Your Excellency.

PAUNCEFOTE.

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## APPENDIX No. 15.

STATE OF NEW YORK,  
EXECUTIVE CHAMBER,  
ALBANY, September 2, 1901.

Hon. E. A. BOND,  
State Engineer,  
Albany, N.Y.

I am directed by the Governor to refer the inclosed communication to you for your consideration.

JAS. G. GRAHAM,  
Secretary to the Governor.

## APPENDIX No. 16.

DEPARTMENT OF STATE,  
WASHINGTON, August 30, 1901.

His Excellency  
The Governor of New York,  
Albany.

Referring to your letter of the 23rd ultimo, I have now the honour to inform you that on the 25th instant the British Chargé d'Affaires *ad interim* advised me that the Privy Council of Canada concurred in your proposal that the restoration of defective monuments marking the boundary between New York and Canada be proceeded with under the joint direction of the state engineer of New York and the Canadian Department of the Interior, without awaiting the conclusion of a more formal agreement between this government and that of Great Britain.

The Canadian government wishes it to be understood, however, that this agreement is without prejudice to any further measures which may be taken for the demarcation of the boundary between the two countries, and that, while each government shall pay the expenses of its Commissioner and surveyors, the actual cost of restoring the monuments shall be equally divided.

I would now request you to put the state engineer of New York in direct communication with the Canadian Department of the Interior.

ALVEY A. ADEE,  
Acting Secretary.



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## APPENDIX No. 17.

STATE OF NEW YORK,  
OFFICE OF THE STATE ENGINEER AND SURVEYOR,  
ALBANY, September 4, 1901.

Hon. B. B. ODELL, Jr.,  
Governor, State of New York,  
Albany, N.Y.

I am in receipt of your letter of September 2, inclosing a letter from Hon. Alvey A. Adee, acting secretary, in relation to the examination and repair of boundary monuments between New York and Canada, and have taken up the subject with the Canadian Department of the Interior, as suggested in Mr. Adee's letter.

EDWARD A. BOND,  
*State Engineer and Surveyor.*

## APPENDIX No. 18.

STATE OF NEW YORK,  
OFFICE OF THE STATE ENGINEER AND SURVEYOR,  
ALBANY, September 4, 1901.

*Examination and Repair of Boundary Line Monuments.*

Hon. E. DEVILLE,  
Surveyor-General, Department of the Interior,  
Ottawa, Canada.

You will doubtless recall some correspondence which we had recently with relation to the examination and repair of monuments marking the boundary line between the Dominion of Canada and the state of New York.

During the present year the matter has been the subject of correspondence between the Governor of this state, the Secretary of State at Washington and the representatives of your government, and I am now in receipt of a letter under date of August 30, 1901, from Hon. Alvey A. Adee, Acting Secretary of State (a copy of which is herewith inclosed) transmitted to me by Governor Odell.

In accordance with the suggestion contained in the letter above mentioned, I have the honour to call your attention to this matter, hoping that arrangements can be perfected so that the examination and repair of these monuments can be made at as early a date as possible, especially in view of the fact that the season in which outdoor work can be conducted is now rapidly drawing to a close.

My understanding is that each government shall pay the expenses of its engineers, while the actual cost of restoring the monuments shall be equally divided between the two governments.

In 1900 an agreement was entered into between the State of New York and the State of Pennsylvania for the examination and repair of monuments between the two states on similar terms, and in view of the fact I take the liberty of inclosing herewith a copy of that agreement, as I believe with such modifications as might be made

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necessary in paragraph 2 the general form of the agreement would cover the work contemplated in reference to the boundary line monuments between Canada and New York. I offer this merely as a suggestion, however, and will be glad to arrange the matter in such way as you desire either by formal agreement or by exchange of letters.

Awaiting your reply.

EDWARD A. BOND,

*State Engineer and Surveyor.*

## APPENDIX No. 19.

*EXTRACT from a Report of the Committee of the Honourable the Privy Council, approved by His Excellency on the 28th September, 1901.*

On a report dated 17th September, 1901, from the Minister of the Interior, submitting with reference to the proposal that the government of Canada should join with that of the state of New York in an examination of their common boundary, with a view to the restoration of destroyed or damaged monuments, that a communication has recently been received from the State Engineer and Surveyor of the State of New York, proposing that a formal working agreement as to the details of the work and a division of the expenses be entered into between the governments of Canada and the state of New York, or by officials designated by those governments; he submits, as a convenient form of agreement, the agreement entered into for a like purpose in the year 1900 between the states of New York and Pennsylvania.

The Minister, seeing no objection to an agreement of the character proposed, recommends that Mr. W. F. King, the Chief Astronomer of the Department of the Interior, who is familiar with this question, be appointed commissioner to act with the officer who may be delegated by the State of New York, with authority to enter into an agreement of the character above mentioned, and to make arrangements for the commencement of field operations before autumn is too far advanced.

The committee submit the same for His Excellency's approval.

JOHN J. MCGEE,

*Clerk of the Privy Council.*

## APPENDIX No. 20.

BRITISH EMBASSY,

NEWPORT, R.I., September 2, 1901.

His Excellency,

The EARL OF MINTO, G.C.M.G.,

The Governor General.

With reference to Your Excellency's despatch, No. 70, of the 20th ultimo, I have the honour to transmit herewith a copy of a note I have received from the United States government.

Mr. Adey states that he has made known to the government of New York the assent of Your Excellency's government to the proposal that the restoration of the

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monuments on the boundary between New York and Canada be undertaken without awaiting the conclusion of a formal agreement between the governments of Great Britain and the United States, and Mr. Adee adds that he has asked the Governor to put the Engineer of the state in communication with the Canadian Department of the Interior.

GERARD LOWTHER.

## APPENDIX No. 21.

DEPARTMENT OF STATE,

WASHINGTON, August 30, 1901.

Mr. GERARD LOWTHER.

I have the honour to acknowledge with gratification the receipt of your note, No. 232, of the 25th instant, informing me of the assent of the Canadian government to the proposal of the Governor of New York that the restoration of the monuments on the boundary between New York and Canada be undertaken without awaiting the conclusion of a formal agreement between this government and that of Great Britain.

I have made this known to the Governor of New York, and have asked him to put the Engineer of the state in communication with the Canadian Department of the Interior.

ALVEY A. ADEE,

*Acting Secretary.*

## APPENDIX No. 22.

Whereas, by virtue of the provisions of chapter 421, of the Laws of the State of New York, the State Engineer and Surveyor, is authorized and required, during the year 1887, and every third year thereafter, to cause to be made an examination and inspection of the boundary line monuments between that state and other states adjoining, and is further required to make a detailed report of such inspection and examination; and is further authorized and required to co-operate with the proper authorities of such adjoining states, in the examination and inspection and in the restoring and replacing of boundary line monuments, where they need to be restored or replaced, and is clothed with full authority to represent the state of New York in co-operating with other states in discharging the duties hereinbefore referred to regarding boundary line monuments; and

Whereas, similar duties are imposed upon the Secretary of Internal Affairs of the Commonwealth of Pennsylvania, by the Second section of the Act of the General Assembly, approved May 4, 1889, entitled 'An Act relative to the boundary lines and boundary line monuments,' directing his co-operation with the proper authorities in any of the adjoining states in re-establishing, by surveys, or otherwise, of the boundary lines, the erection of new monuments to mark their location, the repairing, resetting, or renewing of the old monuments when found necessary; and by virtue of said Act is fully empowered to represent and act for the Commonwealth of Pennsylvania, by the employment of such means as may be necessary in the premises, when from the



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reports of the county commissioners of said commonwealth or from other information satisfactory to him, it is found there is a necessity for the resurvey and relocation of said boundary lines, in whole or in part, or whenever any of the boundary line monuments are in such condition as to require resetting, replacing or renewing; and

Whereas, by virtue of the laws referred to in the two states named, the said state officers are required to co-operate with each other and act jointly in the examination and inspection, and, when found necessary, in resetting, replacing and renewing of monuments and in the re-establishing of the boundary lines between said states; and

Whereas, it appears from the examinations made in the years 1890 and 1893 that these monuments are displaced, in whole or in part, frequently by the action of frost, floods and by other causes, making their frequent examinations desirable to the end that they may be maintained in their proper position and condition; and it appearing that the welfare of the two states named will be conserved by examination and inspection of said boundary line monuments during the present year, and by virtue of the duties imposed upon the officers named by the respective states, as appears from the enactments in part recited; therefore,

It is agreed, by and between the undersigned, acting in conformity with the authority conferred, as hereinbefore stated, that L. K. Davendorf, representing the State of New York, under appointment made by Edward A. Bond, State Engineer and Surveyor of the state of New York, and J. Hermon Terry, representing the state of Pennsylvania, under appointment made by James W. Latta, Secretary of Internal Affairs of the said state of Pennsylvania, shall be empowered, and by these presents are hereby empowered, to cause to be repaired, reset and replaced any of the said boundary line monuments, which in their judgment may need to be so repaired, reset or replaced; and

It is further agreed that the parties herein named shall have full authority to represent the respective states in the discharge of the duties herein imposed, limiting the scope of their authority, however, to the examination of the boundary line monuments between the two states, and to the replacing and repairing of such monuments as in their opinion should be replaced, reset or repaired, and to the furnishing and setting of the new monuments where the old ones are so far mutilated and destroyed as to render them unserviceable; it being understood that in case the examination and inspection to be made shall disclose the fact that there is a necessity for the resurveying of any part of the said boundary line for the purpose of determining its location, the engineers appointed as aforesaid shall have no authority to make such survey until they shall have first reported the conditions to the parties hereto, which conditions in their opinion render such a resurvey a necessity, nor until written authority signed by both of the parties hereto shall be given them authorizing such resurvey; and

It is further agreed that the engineers herein referred to, and appointed under the authority mentioned, shall proceed at once to the discharge of the duties as set forth, and shall diligently prosecute the work of examination and inspection and the discharge of the other duties to be done and performed, in order that the work shall be completed at as early a date as practicable; and

It is further agreed, that upon the completion of the work provided for in this agreement a full report shall be prepared of their operations, which report shall give in detail the location and condition of each monument, and other interesting data pertaining thereto, as well as a statement of such action as may have been taken in regard to the same, such report to be made in duplicate, each to be signed by both engineers, one to be filed with the State Engineer and Surveyor of the state of New York, at Albany, and the other to be filed with the Secretary of Internal Affairs of the Commonwealth of Pennsylvania, at Harrisburg; and

It is further agreed that the actual expenses incurred in the discharge of the duties herein referred to shall be borne equally by the two states in interest, except so far as may relate to the compensation of the two engineers referred to, which com-

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pensation is to be arranged by each state separately, and that all expenses be accounted for in verified statements, and, so far as practicable, supplemented by receipted vouchers from parties to whom disbursements have been made.

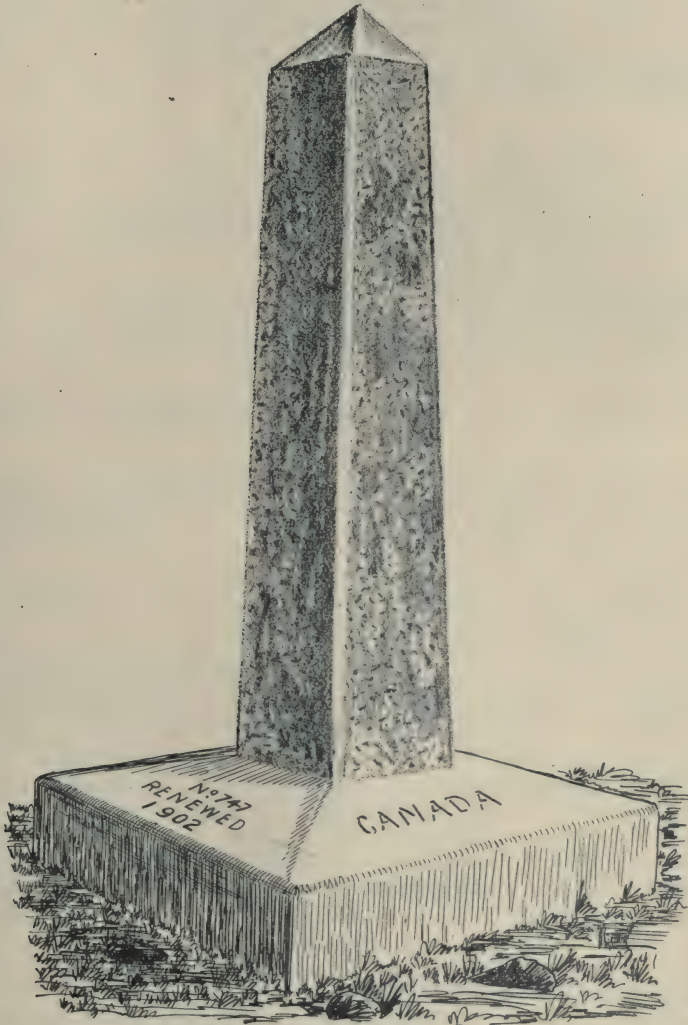
In witness whereof, Edward A. Bond, State Engineer and Surveyor of the state of New York, and James W. Latta, Secretary of Internal Affairs of the Commonwealth of Pennsylvania, have hereunto set their hands and caused the seals of their respective departments to be hereunto affixed, the 11th day of June, 1900.

EDWARD A. BOND,

*State Engineer and Surveyor.*

JAMES W. LATTA,

*Secretary of Internal Affairs.*



BOUNDARY MONUMENTS.

## REPORT OF C. A. BIGGER.

OTTAWA, May 6, 1904.

WILLIAM F. KING, Esq.,  
Chief Astronomer, Department of the Interior,  
Commissioner for Canada.

Hon. EDWARD A. BOND,  
State Engineer and Surveyor,  
Commissioner for the State of New York.

SIRS,—The astronomical observations determining the azimuth and latitude of the east and west line between the province of Quebec, Dominion of Canada, and the state of New York, one of the United States of America, were commenced on June 20, 1902,



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and completed on June 6, 1903. Five stations were occupied in 1902 and four in 1903. The stations are numbered consecutively from station 1 (Fairbanks) near the Richelieu river, west to station 9 (Hollinbeck) about five and one-ninth miles east of the St. Lawrence river, the western terminus of the line. This work forms part of the re-survey and renewal of monuments of 1902.

## AZIMUTH.

As stated in a former report, dated January 10, 1903, signed by Mr. Willis and the writer, the survey of 1902 consisted of a series of transit lines placed as near the boundary as possible. Points were located on these lines opposite the monuments and the distances between were measured along the transit lines and the offsets to each monument duly recorded in the field notes.

The numerous deflection angles in the boundary so limited the length of the transit lines that it was considered that three or four sets of azimuth observations on each line would determine the astronomical direction with a sufficient degree of precision.

The observations were made with an altazimuth instrument by Troughton and Simms, of London, England, more particularly described in the latter part of this report.

During the season of 1902 the instrument was mounted on its own stand, placed upon three posts in the ground, and during the summer the ordinary direction method of observing was used. In 1903 the transit was placed upon a cylindrical hollow wooden pier, five feet long, sixteen inches in diameter, having a ten-inch core of dry sand. The pier was set solidly in the ground, projecting two feet three inches above the surface, and proved as satisfactory as a masonry pedestal.

The method of observing adopted in the autumn of 1902 and used throughout 1903, is a combination of the micrometric and direction methods. In a partially timbered country the placing of a reference object under the star at elongation for micrometric work is impracticable. A desire to secure the benefits of the extreme accuracy of that method led to the arrangement (by the writer) of the combination observation adopted. The results have been highly satisfactory, as the differences between the sets are well within the probable errors of graduation of azimuth circles.

A set consists of twenty readings of the telescope micrometer on the reference object on the line, and twenty on the star, together with twenty readings of each of the two azimuth circle micrometers when the telescope is pointed to the reference object, and the same number of readings when pointed to the star in each position of the instrument, the telescope being turned one hundred and eighty degrees in azimuth in the middle of the set. The observations for station seven, and their computation are given in full and will exhibit the method in detail.\*

The average time occupied by the readings on the star in the two positions of the telescope is seven minutes. The whole set is usually completed in twenty-five or thirty minutes. The limiting of the time of the star pointings and level readings is of material benefit and the arrangement of the observation admits of careful and deliberate readings of the azimuth circle micrometers.

It was noticed that the best results were obtained when the reference object was less than four thousand feet from the instrument. The slight irregularities of the different sets appeared to be largely due to refraction notably at station 8 (Stark), where a fire in the turf to windward of the line materially influenced the record of the night's work.

The most favourable conditions were obtained at stations 4 (page 59) and 6 (page 61), the line of sight at those stations being some distance above the surface between the instrument and the reference object. The results are significant; the probable error of the mean azimuth at station 5 was  $0''14$  and at station 6,  $0''32$ , although only three sets were observed at the former, and four at the latter station.

\*Not printed.

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The transit line through station 8 (Stark), terminates at monument 752. The line from there to the St. Lawrence passes through azimuth station 9 (Hollinbeck). These transit lines were connected by offsets at monument 752. The Hollinbeck observations and those of Stark were thus compared, exhibiting a difference of only four seconds of arc, showing a satisfactory degree of precision in the projecting of the transit lines, as the two astronomical stations are nearly ten miles apart.

The astronomical azimuths of all the transit lines were determined, and with the aid of the offsets from these lines to the monuments and the distances between, the azimuth and back azimuth from north through east from monument to monument have been computed and are entered in columns two and three, pages 54 to 57, of the tabulated results.

A synopsis of the observations for azimuth at stations two to nine inclusive, will be found on pages 14, 15, 16, 17, 20, 21 34 and 35; also the observation and computation sheets for station seven, Trout river, on pages 22 to 31 inclusive.\* The chronometer error was ascertained by observing time or equatorial stars in the vertical Polaris, as illustrated fully on pages 32 and 33.\*

## LATITUDE.

After careful consideration of the topographical features of the country, three latitude stations were selected: Fairbanks, Connelly and Hollinbeck, numbered respectively, one, five and six.

## FAIRBANKS.

This station is about 6,800 feet west of the Richelieu river, on a slight elevation (nearly opposite the residence of Mr. C. S. Fairbanks), about 120 feet above mean sea level. The instrument was placed upon the boundary line and no permanent mark left, but its exact position is noted on page 58, the sheet of observations.

The land around the station is comparatively level, but important physical features described in the discussion of results exist to the south and east. To the west along the line the altitude increases gradually for twenty miles, the culminating point being Covey Hill, about 1,100 feet above sea level. From Covey Hill north the land falls away rapidly to the general level of the valley of the St. Lawrence, about 170 feet above sea level. Two hundred and sixteen circummeridian observations on twenty-six fundamental stars, determined the latitude of this station within  $0''12$ . The programme and mean results are on page 58.

## CONNELLY.

In the schedule of results this is astronomical station number five. It is about sixteen miles west of Fairbanks, and four miles east of Covey Hill, and about 500 feet above sea level. Two hundred and thirty-eight observations on thirty fundamental stars were made at this station. The stars observed and the resultant latitudes are on pages 60 and 61.

## HOLLINBECK.

This is the most westerly latitude station occupied. It is in low-lying, undulating country five and one-tenth miles east of the St. Lawrence river. The latitude was determined by 285 circummeridian observations on thirty-six fundamental stars, the probable error of the mean result being  $0''12$ . The programme of stars and the mean results are on page 64.

## DISCUSSION.

A small map of the country surrounding the latitude stations on the east and west line, between the province of Quebec and the state of New York accompanies this

\*Not printed.  
25—ix—4½



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report. It shows the prominent physical features likely to influence the results at the different stations occupied. The map is drawn to a scale, so that the relative distances are apparent. The thousand-foot contour line is in yellow, the two thousand in violet, and the three thousand in red. Two isolated peaks, Mansfield and Camel's Hump, are over 4,000 feet above sea level, the former forty-two and one-half and the latter fifty-three and six-tenths miles distant, to the southeast of Fairbanks. Dannemora and Mount Lyon are twenty-one and thirty-three miles respectively distant, to the southwest of Fairbanks.

The Green Mountains to the northeast, east and southeast are much farther away than the Adirondacks, but as the protruding mass of the former is of much greater area than that of the latter, it is reasonable to suppose that the gravity disturbance due to these ranges is about equally distributed.

This may be true, but as the influence of the Green Mountains is in a longitudinal direction, the observed latitude of Fairbanks is, no doubt, affected by the Adirondacks to the south and southwest, and that the observations at this station would place the forty-fifth parallel of latitude farther south than it should be. There are also several isolated mountains to the northeast, north and northwest, which would have an appreciable influence upon the observations.

According to the United States Coast and Geodetic reports, the geodetic latitude of the Rouse's Point station is about four seconds less than the observed latitude.

In 1845 the latitude of monument number 646 was determined by Major Graham, his station being fourteen hundred and eighty-nine feet south of the monument. In 1874 an officer of the United States Coast and Geodetic Survey observed for latitude near Major Graham's station, and connected therewith; the three determinations of the latitude of monument 646 are as follows:—

1845—Major Graham .....	45° 00' 42''85
1874—U. S. C. and G. Survey .....	45° 00' 41''96
1903—C. A. Bigger .....	45° 00' 42''51

At the next station to the west of Fairbanks (Connelly) the full effect of the Adirondacks made itself apparent, to the extent of nearly four seconds of arc. At Hollinbeck, near the St. Lawrence, the observed latitude placed the forty-fifth parallel 0''·73 nearer its true position than at Fairbanks.

In column seven of the schedule of results the latitude of Fairbanks has been carried through the deflection angles to the St. Lawrence river. Column eight gives the probable astronomical latitude throughout according to the present observations. The computations were made in the office during the winter of 1903-1904, so that prior to that time the writer was unable to make comparisons. It appears that a better location of the line would be obtained by occupying at least two more latitude stations. The writer would suggest monuments 700 and 730.

#### DESCRIPTION OF INSTRUMENT.

The latitude and azimuth observations were made with an altazimuth instrument constructed by Troughton and Simms, of London, England, in 1901. The azimuth and altitude circles are twelve inches in diameter, divided into five minute spaces and read to single seconds by micrometer microscopes one hundred and eighty degrees apart. The telescope has an objective of three inches aperture and nineteen inches focal length, the eye-piece used in stellar work having a magnification of forty-five diameters. It is furnished with a revolving eye-piece micrometer, which can be fixed against opposing blocks, in position for reading azimuth angles or zenith distances. The drum is divided into one hundred parts, and one revolution has a value of about 110''·5. This latter was determined in the usual manner by observing circumpolar stars at their elongation. The latitude level by Pessler had a value of 1''·06 for a division 2 mm. long, and was of very even construction.



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In determining latitude, this instrument may be used as a zenith telescope, observing by the Talcott method, measuring the small difference of meridional zenith distances of two stars culminating upon opposite sides of the zenith, at nearly the same time.

On account of the compactness of the instrument, and the extreme rigidity of the parts, the Chief Astronomer was of the opinion that the circummeridian method of observing for latitude might be adopted advantageously. It is hardly necessary for the writer to refer to the well known advantages of this latter method over the former.

In selecting a programme for zenith distance observing it becomes necessary to use the ordinary star catalogues introducing an element of uncertainty to be avoided if possible.

A circummeridian programme may be composed entirely of fundamental stars observing alternately upon both sides of the zenith, and balancing the altitudes so that the effect of errors in the circle graduations may be annulled.

In 1902 the writer observed for latitude at Three Rivers, in the province of Quebec, making use of both methods; and found that by observing ten pairs of stars by circummeridian altitudes he secured a determination with a probable error of only  $0''13$ ; less than might be expected from a much larger number of stars by the Talcott method.

At Hollinbeck (page 64) seventeen pairs of stars were observed in one night, with a probable error of only  $0''13$ . In view of the above it may be accepted as conclusive, that the instrument used on this work is especially adapted to this method of observing for latitude.

The results of the observations for azimuth were equally satisfactory. Plate I. shows the instrument.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) C. A. BIGGER.

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Monuments.	Azimuth from North through East.	Back Azimuth.	Distance in feet 1902.	Measure- ment of 1845. ft.	Measure- ment of 1851. ft.	Latitude of first mentioned mo- nument derived from Fairbanks Station.	Latitude derived from Fairbanks and Connelly Combined.	Number of deflec- tion angle monu- ment.	Deflection angle 1902.	Deflection angle 1845.
	° ' "	° ' "	ft.	ft.	ft.	° ' "	° ' "		° ' "	° ' "
645 to 646	268 59 22.0	88 59 05.1	1723.00	1736.5	1723.0	45 00 42.80				
646 " 647	268 58 20.9	88 57 47.3	3410.12	3386.5	3402.	42.51				
647 " 648	269 00 41.3	89 00 28.2	1332.15	1324.	1327.	41.90				
648 " 649	268 58 12.8	88 57 35.3	3811.27	3805.	3798.5	41.68				
649 " 650	268 33 28.0	88 33 04.3	2403.12	2399.5	2387.5	41.00	45 00 41.13	649	Left 25 21.42	25 20
650 " 650 A	268 31 13.9	88 30 54.1	2012.11			40.40	40.20			
650 A " 651	268 31 10.8	88 30 55.2	1589.75	3502.	3586.25	39.89	39.85			
651 " 651 A	268 33 13.7	88 33 04.5	928.71			39.25	39.66			
651 A " 652	268 30 14.2	88 29 48.8	2578.19	3501.	3497.5	38.58	39.09	652	Left 20 25.55	20 00
652 " 652 A	268 10 00.2	88 09 34.0	2635.06			37.74	38.36			
652 A " 653	268 11 57.8	88 11 48.6	497.67	3578.	3573.0	37.45	38.11			
653 " 654	268 09 12.7	88 08 44.5	2870.59	2868.	2862.5	36.55	37.32			
654 " 655	268 09 47.7	88 09 28.6	1950.21	1950.	1943.25	35.92	36.77			
655 " 656	268 08 48.0	88 08 18.8	2971.01	2966.5	2963.5	34.97	35.94	656	Left 21 25.15	20 30
656 " 657	267 47 29.2	87 47 03.7	2580.95	2586.5	2586.0	33.98	35.05			
657 " 657 A	267 267 46 23.6	87 46 16.0	768.03			33.68	34.78			
657 A " 658	267 46 00.0	87 45 52.4	1874.95	2638.5	2640.5	32.96	34.13	658	Left 16 47.64	17 10
658 " 659	267 29 13.6	87 28 53.7	3650.06	3644.5	3641.5	31.58	32.69			
659 " 660	267 29 21.8	87 28 53.6	2865.30	2861.	2857.25	30.14	31.56			
660 " 661	267 28 31.6	87 27 53.5	3875.58	3870.5	3868.0	28.45	30.02			
661 " 662	267 28 51.7	87 28 25.9	2618.19	2616.5	2613.	27.32	28.99			
662 " 663	267 27 09.3	87 26 43.5	2625.07	2621.	2619.5	26.16	27.93			
663 " 663 A	267 25 21.7	87 25 02.2	1982.65			25.29	27.14			
663 A " 664	267 25 01.9	87 24 52.2	983.30	2059.	2067.25	24.84	26.73	665	Right 18 25.12	18 10
664 " 665	267 26 14.3	87 25 52.1	2253.13	2250.	2256	23.85	25.83			
665 " 665 A	267 44 12.5	87 43 53.3	1946.57			23.09	25.15			
665 A " 666	267 43 45.5	87 43 26.8	1903.98	3843.5	3851.5	22.34	24.48			
666 " 667	267 44 24.4	87 44 03.2	2158.12	2156.5	2156.25	21.50	23.73			
667 " 668	267 46 04.5	87 45 45.9	1894.30	1893.	1890.	20.77	23.07	669	Left 12 44.24	14 02
668 " 669	267 38 38.4	87 38 26.4	1224.03	1224.5	1222.	20.27	22.62			
669 " 670	267 30 29.7	87 30 01.6	2857.68	2852.5	2858.25	19.04	21.50			
670 " 671	267 29 38.4	87 29 06.3	3264.35	3262.	3267.	17.63	20.22			
671 " 672	267 28 24.2	87 27 53.7	3100.68	3097.5	3097.5	16.28	18.99			
672 " 673	267 29 32.9	87 29 15.6	1752.52	1749.5	1747.75	15.52	18.30	673	Rt. 1 55 26.82	1 55 02
673 " 674	269 28 02.4	89 27 57.7	473.49	472.0	472.00	15.48	18.28			
674 " 674 A	269 28 03.6	89 22 43.1	2082.39			15.26	18.14			
674 A " 675	269 23 03.6	89 22 45.6	1826.40	3907.	3909.5	15.06	18.01	675	Right 43 01.37	42 20
675 " 676	270 06 06.8	90 05 46.1	2107.20	2109.	2112.					



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676	676A	270	48	58.3	90	47	42.5	1600.55	.....	4613.7	4380.75	15.10	676	Right 41	23.90	41	50	18.13
676	"	677	270	47	33.5	90	45	2778.75	.....	3177.5	3418.25	15.32	676			41	50	18.41
677	677A	270	45	43.5	90	45	09.8	3419.21	.....	3177.5	3418.25	15.70	677	Left 47	35.77	47	40	18.91
678	"	678A	269	57	56.5	89	57	2900.21	.....	3276	3282.5	16.14	678					19.49*
678	678A	269	56	49.6	89	56	45.8	383.81	.....	3276	3282.5	16.12	678					19.42
679	679A	269	53	35.0	89	58	22.4	1283.24	.....	2883	2890.25	16.11	679					19.37
679A	680	269	58	29.0	89	58	13.2	1605.41	.....	4278	4298.5	16.10	679A					19.33
680	"	681	269	57	08.7	89	56	4304.41	.....	2714.5	2715.25	16.06	680	Left 29	00.45	29	48	19.22
681	"	682	269	56	22.5	89	55	2715.59	.....	2847	2858.50	16.04	682					19.14
682	"	683	269	27	38.6	89	26	2850.46	.....	1841.5	1843.25	15.77	682					18.82
683	"	684	269	26	29.7	89	26	1841.50	.....	2321.5	2334.75	15.59	683					18.61
684	685	268	53	53.8	88	53	30.0	2333.66	.....	2291	2298.5	15.36	684	Left 33	08.40	32	02	18.33
685	"	686	268	53	23.6	88	53	2399.41	.....	2292	2292.5	14.90	685					17.83
686	"	687	268	52	50.6	88	52	2293.92	.....	771	769.5	14.47	686					17.36
687	"	688	268	51	10.6	88	51	771.60	.....	4844	4845.75	14.30	687					17.17
688	"	689	268	52	01.3	88	51	4850.86	.....	4622.5	4627	13.35	688					16.13
689	"	690	268	50	43.2	88	49	4636.91	.....	2226	2230.25	13.42	689	Left 1	03.56.94	1	03	16.12
690	"	691	267	46	18.1	87	45	2231.02	.....	3044.5	3055	11.56	690					14.21
691	"	692	267	46	28.5	87	45	3053.72	.....	2773	2780	10.39	691					12.99
692	"	693	267	44	57.4	87	44	2781.99	.....	2634	2634	9.31	692					11.86
693	"	694	267	45	24.7	87	44	2638.74	.....	2639.5	2643	8.29	693					10.79
694	"	695	267	08	08.1	87	07	2646.26	.....	2527.5	2539	6.98	694	Left 37	02.26	37	51	9.43
695	"	695A	267	05	50.7	87	06	1678.43	.....	2636.5	2641	6.15	695					8.57
695A	696	267	07	29.1	87	07	29.7	848.80	.....	2201	2226	5.73	696					8.13
696	"	697	267	07	06.1	87	06	2636.63	.....	2722	2742.5	4.42	697					6.77
697	"	698	267	05	35.9	87	05	2220.77	.....	2461	2442.5	3.30	698					5.61
698	"	699	267	05	40.5	87	05	2738.93	.....	2813	2754.75	1.93	699	Left 15	56.93	15	32	4.22
699	"	699A	267	05	55.6	87	05	1871.93	.....	2741.5	2809.22	0.71	700					2.92
699A	700	267	05	28.2	87	05	22.5	572.30	.....	2298	2280	59.20	700					1.36
700	"	701	266	49	14.1	86	48	2753.02	.....	1389.5	1404.75	57.65	701	Right 11	36.05	12	09	59.76
701	"	702	266	48	42.6	86	48	2809.22	.....	3003	3924.75	58.54	702					58.54
702	"	703	266	59	24.4	86	59	2284.96	.....	3890.5	3914.75	55.74	703	Right 10	44.88	10	51	55.67
703	"	704	266	59	47.7	86	59	1411.29	.....	3978	3984.25	53.70	704					54.03
704	"	705	266	59	27.7	86	58	3426.97	.....	3614.5	3578	51.78	705					51.64
705	"	706A	267	09	32.0	87	09	3220.43	.....	2276	2344.75	49.81	706					49.81
706	"	706A	267	09	32.0	87	09	3220.43	.....	361	363	48.05	706					48.05
706A	707	267	07	31.8	87	07	24.9	693.25	.....	3335.5	3345	46.89	707	Right 8	49.85	9	55	48.60
707	"	708	267	07	13.4	87	08	3983.02	.....	3306	3318	46.72	708					46.72
708	"	709	267	07	13.4	87	08	3319.61	.....	3335.5	3344	45.15	709					45.15
709	"	710	267	07	40.7	87	07	3335.82	.....	3173	3180	43.57	710					43.57
710	"	711	267	07	30.6	87	07	3182.64	.....	3169.5	3184	43.50	711	Left 20	41.34	19	43	43.50
711	"	712	267	14	58.4	87	14	3183.44	.....	3168	3179	41.74	712					41.74
712	"	713	267	16	50.3	87	16	3174.74	.....	3162	3179	38.57	713					39.97
713	"	714	267	16	50.3	87	16	3174.74	.....	3162	3179	38.57	714					39.97
714	"	715	267	14	40.6	87	14	3174.74	.....	3162	3179	38.57	715					38.57
715	"	716	266	53	51.8	86	53	3183.44	.....	3162	3179	38.57	716					38.57
716	"	717	266	52	00.9	86	51	3174.74	.....	3162	3179	38.57	717	Right 31	38.23	30	09	38.19
717	"	718	267	23	32.2	87	23	3135.29	.....	3164	3162	36.85	718					36.72
718	"	719	267	23	50.0	87	23	3170.83	.....	3164	3162	35.44	719					35.44

\* From here to foot of page the latitude is derived from Connelly and Hollinbeck combined.



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Monuments.	Azimuth from North through East.	Back Azimuth.	Distance in feet 1902.	Measure-ment of 1845.	Measure-ment of 1851.	Latitude of first mentioned monument derived from Fairbanks Station.	Latitude derived from Connolly & Hollinbeck.	Number of deflection angle monument	Deflection angle 1902.	Deflection angle 1845.
	° ' "	° ' "	ft.	ft.	ft.	° ' "	° ' "		° ' "	° ' "
719 to 720	267 20 15.5	87 20 07.3	880.92	825.	820.25	34.02	35.25			
720 " 721	271 24 48.9	91 24 26.7	2251.54	2256.	2246.75	33.64	34.85	720	Re. 02 24.53	4 03 46
721 " 722	271 24 41.9	91 24 33.2	1939.82	1896.5	1906.50	34.19	35.36			
722 " 722A	270 56 55.2	90 56 33.3	2223.14	.....	.....	34.65	35.78	722	Left 27 16.58	27 37
722A " 723	270 56 39.0	90 56 23.3	1000.64	3809.5	3822.25	35.01	36.10			
723 " 724	270 40 11.5	90 40 40.8	3117.14	3105	3117.50	35.27	36.33	723	Left 15 12.40	15 47
724 " 725	270 40 32.6	90 40 02.1	3100.73	3092.5	3100.50	35.64	36.64			
725 " 726	270 19 10.6	90 18 33.6	3751.12	3735.	3751.	36.00	36.95	725	Left 21 10.55	23 03
726 " 727	270 18 23.6	90 17 46.4	3774.46	3764.	3774.	36.20	37.08			
727 " 727A	270 17 14.0	90 16 54.0	2033.37	.....	.....	36.40	37.21			
727A " 728	270 19 49.2	90 19 32.4	1702.00	3728.	3735.	36.50	37.17			
728 " 729	269 53 13.2	89 52 36.7	3709.79	3697.5	3707.25	36.59	37.33	728	Left 24 21.63	24 12
729 " 730	269 51 35.7	89 50 59.3	3694.17	3682.5	3691.75	37.19	37.19			
730 " 731	269 50 53.33	89 50 13.32	4066.01	4050.5	4059.	36.42	37.02	730	Left 00 12.99	00 15
731 " 732	269 51 17.48	89 50 45.44	3255.52	3248.5	3251.5	36.31	36.83			
732 " 733	269 50 06.26	89 49 58.78	760.54	761.0	761.25	36.22	36.68			
733 " 736	269 49 12.38	89 49 04.90	802.78	799.5	801.	36.19	36.64	736	Left 34 33.52	40 20
736 " 737	269 15 16.47	89 14 37.43	3968.54	3960.	3969.	36.18	36.63	737	Re. 1 29 58.90	1 32 07
737 " 738	270 44 36.31	90 44 11.62	2508.82	2500.5	2505.75	35.67	36.03	738	Re. 3 25 15.55	3 25 10
738 " 739	274 09 27.19	94 08 48.85	3897.03	3887.	3895.	35.98	36.29			
739 " 740	273 32 20.02	93 32 49.45	2414.40	2409.	2412.	38.77	39.01	739	Left 35 50.78	34 10
740 " 741	273 33 12.95	93 32 49.45	2391.62	2382.	2387.	40.24	40.44			
741 " 742	273 18 43.75	93 18 17.48	2683.71	2678.	2683.75	41.70	41.85	741	Left 13 32.75	14 40
742 " 743	273 18 02.23	93 17 36.30	2638.53	2630.	2638.75	43.23	43.33			
743 " 744	273 17 45.57	93 17 19.64	2639.00	2617.5	2635.	44.73	44.78			
744 " 745	273 17 23.59	93 16 56.54	2753.43	2774.5	2752.	46.24	46.24	745	Right 7 23.16	8 46
745 " 746	273 24 17.57	93 23 48.35	2373.80	2370.5	2365.	47.79	47.74			
746 " 747	273 23 24.33	93 22 42.01	4307.09	4294.5	4304.	49.52	49.42	747	Left 43 13.23	43 11
747 " 748	272 39 56.06	92 39 31.53	2496.65	2488.5	2494.75	52.04	51.86			
748 " 749	272 39 20.09	92 39 01.69	1872.99	1868.5	1869.25	53.18	52.95	749	Left 54 52.72	53 35
749 " 750	271 44 15.55	91 43 52.84	2312.02	2307.	2304.0	54.04	53.78			
750 " 751	271 29 10.15	91 28 34.39	3641.51	3630.	3636.25	54.73	54.42	750	Left 14 42.38	16 40
751 " 751A	271 29 13.89	91 28 57.10	1708.64	.....	.....	55.67	55.30			
751A " 752	271 28 34.46	91 28 16.28	1848.25	3547.5	3544.	56.11	55.70			
752 " 753	271 29 35.19	91 29 14.80	2072.75	2064.5	2064.75	56.56	56.12	752		
753 " 754	271 27 09.68	91 26 59.67	1729.89	1710.5	1711.75	57.11	56.63			
754 " 755	271 32 01.41	91 31 58.37	308.70	317.	317.	57.54	57.03	754		
755 " 756	271 36 26.90	91 26 00.72	2661.97	2663.	2656.5	57.62	57.10	755		

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756 "	757	271	26	07-93	91	25	41-24	2713-92	2708-5	2715-	44	59	58-28	44	59	57-71						
757 "	758	271	24	45-41	91	24	16-67	2922-10	2920-	2918-5			58-95			58-33						
758 "	759	271	09	01-24	91	08	38-53	2309-01	2310-5	2311-5			59-66			58-99	758		Left	16	59 02	19 50
759 "	760	271	08	32-46	91	08	10-57	2225-08	2217-5	2217-75			00 12	45	00	59-41						
760 "	761	271	08	19-48	91	07	56-17	2370-32	2368-	2368-5			00-56			59-83						
761 "	762	271	07	45-14	91	07	25-25	2022-05	2016-	2019-			01-02			00-29						
762 "	763	270	38	23-68	90	37	38-55	2554-92	2550-	2550 75			01-41			00-68						
763 "	764	270	37	22-39	90	36	57-39	2531-81	2527-	2530-5			01-69			00-96						
764 "	765	270	37	01-45	90	36	36-96	2489-71	2480-	2490-			01-96			01-23	765		Left	9	47-53	9 38
765 "	766	270	27	50-34	90	27	30-80	1986-30	1981-	1986-			02-23			01-50						
766 "	767	270	26	04-40	90	25	44-74	1998-78	1993-5	1998-			02-38			01-65						
767 "	768	270	26	03-91	90	25	43-65	2059-40	2047-5	2058-			02-54			01-81						
768 "	769	270	00	32-80	90	00	18-70	1433-32	1439-5	1432-			02-69			01-96	768		Left	25	37-44	36 38
769 "	770	269	59	48-27	89	59	40-37	803-53	844-	850-75			02-69			01-96						
770 "	771	270	00	07-29	89	59	42-21	2549-60	2495-	2495-			02-69			01-96						
771 "	772	269	59	17-04	89	59	04-24	1301-10	1312-	1304-			02-69			01-96						
772 "	773	270	00	04-60	89	59	46-89	1800-17	1778-	1795 75			02-68			01-95						
773 "	774	270	04	37-43	90	04	32-39	511-86	586-5	558-75			02-68			01-95						
774 to the R.																						
St. Lawrence.		270	04	32-39				100-00					02-68			01-95						

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## ASTRONOMICAL STATION No. 1.

FAIRBANKS.

11th May, 1903.

*Latitude.*

Star number Berliner Jahrbuch.	Direction from Zenith.	Latitude north.	Mean of pairs.
		°   '   "	°   '   "
171 .....	North.	45 00 34.56	
174 .....	South.	49 28	45 00 41.92
447 .....	North.	33 72	
177 .....	South.	49 32	41 52
452 .....	North.	34 52	
180 .....	South.	51 57	43 04
184 .....	North.	32 93	
187 .....	South.	50 78	41 85
198 .....	North.	34 54	
192 .....	South.	48 08	41 31
220 .....	North.	34 16	
197 .....	South.	49 55	41 85
472 .....	North.	34 06	
209 .....	South.	47 36	40 71
229 .....	North.	35 20	
215 .....	South.	47 01	41 10
235 .....	North.	33 95	
478 .....	South.	47 55	40 75
485 .....	North.	36 07	
238 .....	South.	48 21	42 14
256 .....	North.	35 45	
241 .....	South.	47 61	41 53
259 .....	North.	33 84	
263 .....	South.	47 90	40 87
284 .....	North.	34 86	
268 .....	South.	49 26	42 06
		Mean of all.....	45 00 41.59
		Probable error..	± 0.12

Fairbanks station is on the boundary line 477 feet west of monument 648.

## ASTRONOMICAL STATION No. 2.

AZIMUTH.

Date.	Star.	Set.	Azimuth.
			°   '   "
20th June, 1902 .....	Polaris .....	1	88 56 57.67
" .....	" .....	2	58 65
" .....	" .....	3	54 92
		Mean.....	88 56 57.08
		Aberration .....	+ 0.32
		Azimuth of line...	88 56 57.40
		Probable error....	± 0.74

Astronomical Station No. 2 is on the transit line opposite monument No. 650A.



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## ASTRONOMICAL STATION No. 3.

## AZIMUTH.

Date.	Star.	Set.	Azimuth.		
			°	'	"
11th September, 1902.....	Polaris.....	1	267	43	43·35
" " .....	" .....	2			48·61
" " .....	" .....	3			45·49
" " .....	" .....	4			42·98
		Mean.....	267	43	45·11
		Aberration .....		+	0·32
		Azimuth of line...	267	43	45·43
		Probable error....		±	0·87

Astronomical Station No. 3 is on the transit line 239 feet west of monument No. 657.

## ASTRONOMICAL STATION No. 4.

## AZIMUTH.

Date.	Star.	Set.	Azimuth.		
			°	'	"
8th July, 1902.....	Polaris.....	1	267	16	12·13
" " .....	" .....	2			12·42
" " .....	" .....	3			12·86
		Mean.....	267	16	12·47
		Aberration .....		+	0·32
		Azimuth of line...	267	16	12·79
		Probable error....		±	0·14

Astronomical Station No. 4 is on the transit line 27 feet west of monument No. 661.

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ASTRONOMICAL STATION No. 5.

CONNELLY.

Latitude and Azimuth.

Date.	Star.	Set.	Azimuth.		
16th September, 1902.....	Polaris .....	1	°	'	"
" " .....	" .....	2	270	02	41·13
" " .....	" .....	3			48·15
		Mean .....	270	02	45·64
		Aberration... ..	+ 0·32		
		Azimuth of line...	270	02	45·96
		Probable error....	± 1·08		

Connelly is on the transit line 22 feet east of monument No. 678.

CONNELLY.

17th October, 1902.

Latitude. •

Star number Berliner Jahrbuch.	Direction from Zenith.	Latitude North.	Mean of Pairs.		
316 .....	North.	° ' "	°	'	"
7 .....	South.	45 00 22 53	45	00	19·91
524 .....	North.	17 29			
526 .....	South.	21 23			
334 .....	North.	14 52			17·88
535 .....	South.	19 28			
520 .....	North.	16 23			17·76
1 .....	South.	20 93			
347 .....	North.	14 16			17·54
30 .....	South.	17 00			
325 .....	North.	19 28			18·14
18 .....	South.	24 25			
		17 84			21·04
		Mean for 17th Oct.	45	00	18·71
		Probable error....	+ 0·40		

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CONNELLY.

23rd October, 1902.

*Latitude.*

Star number Berliner Jahrbuch.	Direction from Zenith.	Latitude North.	Mean of Pairs.
		° ' "	° ' "
520 .....	North.	45 00 15.68	
44 .....	South.	23.56	45 00 19.62
316 .....	North.	14.93	
7 .....	South.	23.60	19.27
308 .....	North.	14.63	
30 .....	South.	25.32	19.97
291 .....	North.	14.86	
18 .....	South.	23.87	19.37
334 .....	North.	6.16	
535 .....	South.	29.21	17.68
510 .....	North.	13.62	
15 .....	South.	22.63	18.12
524 .....	North.	16.97	
526 .....	South.	16.82	16.90
31 .....	North.	12.99	
359 .....	South.	24.60	18.79
347 .....	North.	11.67	
538 .....	South.	27.27	19.47
		Mean for 23rd Oct.	45 00 18.80
		" 17th "	18.71
		Mean for both nights...	45 00 18.76
		Probable error.	+ 0.32

## ASTRONOMICAL STATION No. 6.

AZIMUTH.

Date.	Star.	Set.	Azimuth.
			° ' "
October 30, 1902 .....	Polaris.....	1	267 06 15.44
" 31 " .....	" .....	2	15.58
" 31 " .....	" .....	3	14.08
" 31 " .....	" .....	4	15.58
		Mean .....	267 06 15.17
		Aberration .....	+ 0.32
		Azimuth of line...	267 06 15.49
		Probable error.....	± 0.21

The above station is on the transit line 9 feet east of monument No. 699.



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ASTRONOMICAL STATION No 7.

TROUT RIVER.

*Azimuth.*

Micrometric and direction methods combined.

Date.	Star.	Set.	Sheet.	Azimuth.	Result of Set.
				° ' "	° ' "
June 6, 1903.....	Polaris..	1	1	90 11 41.74	
" 6 ".....	"	1	2	45.38	90 11 43.56
" 6 ".....	"	2	1	45.44	
" 6 ".....	"	2	2	43.59	44.52
" 6 ".....	"	3	1	46.46	
" 6 ".....	"	3	2	43.76	45.11
" 6 ".....	"	4	1	43.17	
" 6 ".....	"	4	2	44.92	44.04
				Mean.....	90 11 44.31
				Aberration.....	+ 0.32
				Azimuth of line.	90 11 44.63
				Probable error..	± 0.22

Astronomical Station No. 7 is on the transit line 824 feet west of monument No. 731.

ASTRONOMICAL STATION No. 8.

STARK.

*Azimuth.*

Date.	Star.	Set.	Sheet.	Azimuth.	Result of Set.
				° ' "	° ' "
4th June, 1903 .....	Polaris....	1	1	93 07 43.90	
" .....	"	1	2	42.90	93 07 43.40
" .....	"	2	1	47.63	
" .....	"	2	2	47.42	47.53
" .....	"	3	1	50.90	
" .....	"	3	2	45.64	48.27
" .....	"	4	1	44.85	
" .....	"	4	2	41.93	43.39
				Mean.....	93 07 45.65
				Aberration.....	+ 0.32
				Azimuth of line.	93 07 45.97
				Probable error..	± 0.88

Astronomical Station No. 8 is on the transit line 1,344 feet west of monument No. 740.

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## ASTRONOMICAL STATION No. 9.

HOLLINBECK.

*Latitude and Azimuth.*

Date.	Star.	Set.	Sheet.	Azimuth.	Result of Set.
				° ' "	° ' "
29th May 1903.....	Polaris....	1	1	270 44 26·94	
" .....	" .....	1	2	23·18	270 44 25·06
" .....	" .....	2	1	30·50	
" .....	" .....	2	2	25·91	28·21
" .....	" .....	3	1	27·01	
" .....	" .....	3	2	24·86	25·94
" .....	" .....	4	1	28·40	
" .....	" .....	4	2	25·60	27·01
				Mean.....	270 44 26·55
				Aberration.....	+ 0·32
				Azimuth of line.	270 44 26·87
				Probable error..	± 0·46

Astronomical Station No. 9 is on the transit line 786 feet east of monument No. 760.

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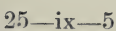
HOLLINBECK.

25th May 1903.

*Latitude.*

Star number Berliner Jahrbuch.	Direction from Zenith.	Latitude.	Mean of Pairs.
		°   '   "	°   '   "
154	North.	44 59 37.34	
156	South.	45 00 20.13	44 59 58.73
169	North.	44 59 39.36	
164	South.	45 00 19.47	59.42
171	North.	44 59 40.54	
167	South.	45 00 19.61	60.07
447	North.	44 59 41.28	
174	South.	45 00 18.07	59.68
178	North.	44 59 38.70	
177	South.	45 00 18.02	58.36
452	North.	44 59 39.38	
180	South.	45 00 18.48	58.93
184	North.	44 59 40.94	
187	South.	45 00 16.43	58.68
198	North.	44 59 40.20	
192	South.	45 00 16.00	58.10
220	North.	44 59 44.82	
197	South.	45 00 17.11	60.97
472	North.	44 59 43.13	
201	South.	45 00 15.01	59.07
229	North.	44 59 43.31	
209	South.	45 00 16.33	59.82
235	North.	44 59 42.31	
215	South.	45 00 14.41	58.22
485	North.	44 59 45.24	
478	South.	45 00 14.62	59.93
256	North.	44 59 45.46	
238	South.	45 00 14.29	59.87
259	North.	44 59 46.34	
241	South.	45 00 13.61	59.98
284	North.	44 59 40.61	
263	South.	45 00 17.00	58.81
282	North.	44 59 39.86	
268	South.	45 00 16.61	58.26
		Mean latitude....	49 59 59.23
		Probable error of determination...	± 0.13







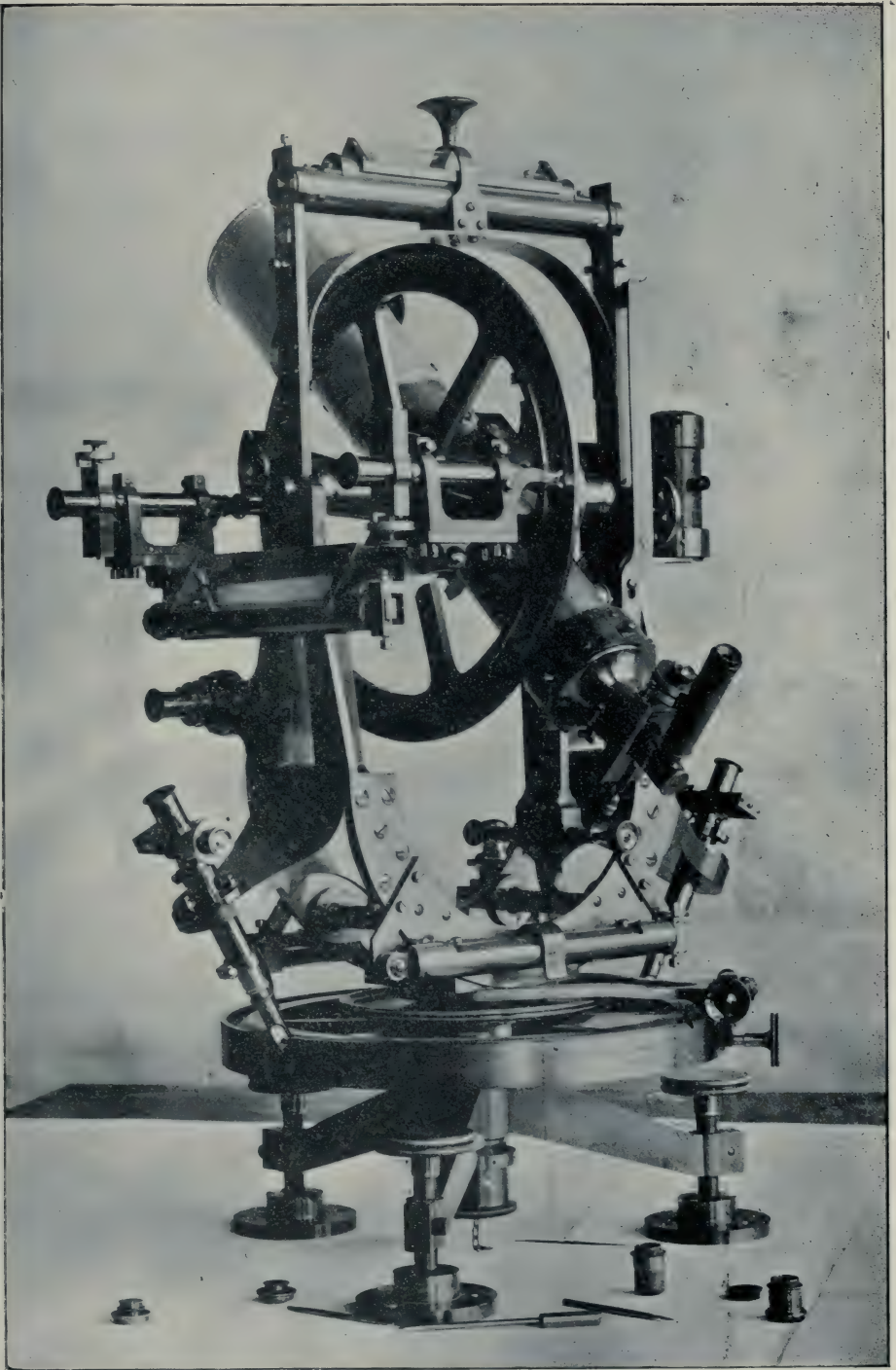


PLATE 1—ALTAZIMUTH INSTRUMENT.







OBSERVATORY AT SUVA, FIJI.

Photo by Otto Klotz.







Photo by Otto Klotz.

PACIFIC CABLE STATION, SUVA, FIJI.





Photo by F. W. O. Werry.

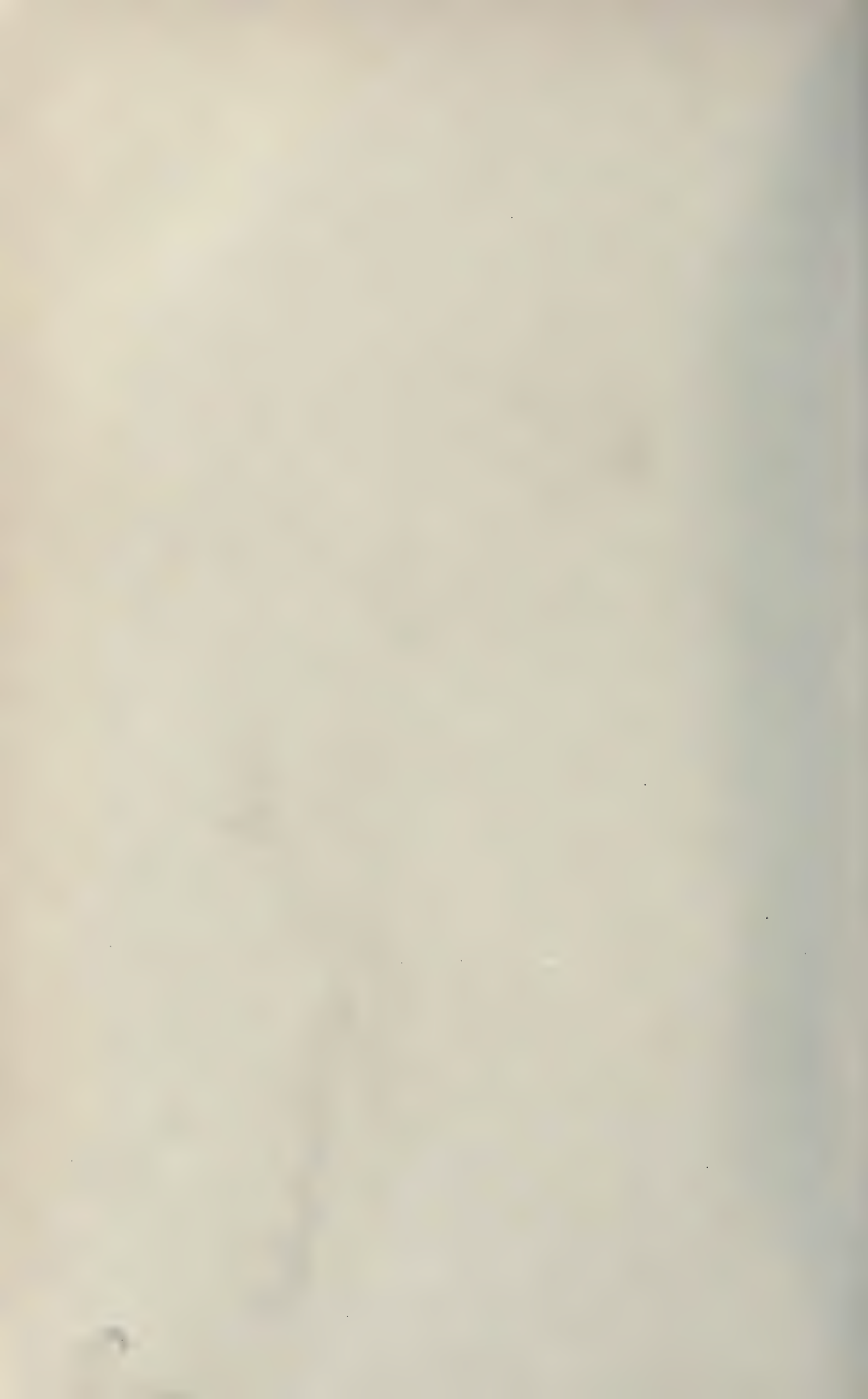
COCOANUT TREE, FANNING ISLAND.







Photo by F. W. O. Werry.  
WHITE OAK, NORFOLK ISLAND. Showing effect of prevailing winds from the sea.





PART X

FORESTRY



# FORESTRY.

## REPORT OF THE SUPERINTENDENT OF FORESTRY.

DEPARTMENT OF THE INTERIOR, FORESTRY BRANCH,  
OTTAWA, October 19, 1904.

JAMES A. SMART, ESQ.,  
Deputy Minister of the Interior,  
Ottawa.

SIR,—I have the honour to submit the annual report on forestry for the year 1904, or more correctly, from the date of the last annual report up to the present time, being the sixth annual report from this branch.

Reports from the assistant superintendent, from the inspectors of tree-planting, and from several of the forest rangers and others temporarily employed in forest protection, will also be found in the appendix.

Dr. A. Harold Unwin, who had been employed as one of the assistants in this branch for about a year, left the service in February for a position in the imperial forestry service in South Nigeria. I may say that only the offer of a much more lucrative position caused Dr. Unwin to leave the work of this branch, where he had proved himself a most capable officer.

Dr. Unwin's place was filled by the appointment of Mr. Roland D. Craig, F.E. Mr. Craig is a Canadian by birth. He studied at the Ontario Agricultural College at Guelph, where he took his degree of B.S.A., after which he took a full course at the New York State College of Forestry at Cornell University. On obtaining his degree from that institution he was employed by the United States Forestry Bureau on work on their forest reserves in California. He engaged with this branch in April last; and has been this summer principally employed on inspection work on the prairies in Manitoba. Mr. Craig is well equipped for the work, and will doubtless make a very efficient and useful officer.

I regret to have to record the death, in March last, of Mr. George Lang, the manager of our nursery work at Indian Head. Mr. Lang was for many years connected with the Experimental Farm at Indian Head, being employed in connection with the growing of trees there, and when this branch started to grow trees from seed for distribution to the settlers on a large scale Mr. Lang was engaged to oversee the work, a position for which he was exceedingly well qualified. So far no one has been engaged to succeed him, the assistant superintendent having personally looked after the work this season. It is desirable, however, that this place should be filled as soon as possible.

### FORESTRY NURSERY STATION.

It was stated in last year's report that a beginning had been made on the quarter-section of land about a mile south of the railway station at Indian Head in the way of preparing the soil for the growing of trees thereon, it being the intention as soon as possible to centralize at this place the work hitherto done on the experimental farms at Brandon and Indian Head by this branch. Further progress in this direction has



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been made during the present season. Thirty-five acres of this land was broken and backset last year, and twenty-five acres of it was this spring planted to trees, tree seed and oats, ten acres being left to fallow to be planted with tree seed this fall. This season about forty acres more has been broken and backset. It is proposed to discontinue the further growing of trees at Brandon and thus do away with the inconvenience of operating two nurseries at such a distance apart. The necessary buildings have been erected, roads laid out, and in addition to the trees for distribution others of different varieties for permanent plantation have been started. It is designed not only that trees shall be grown here in large quantities for distribution to the settlers throughout the treeless plains, but also that this station shall be a model forestry farm where visitors will be able to see the possibilities of growing a variety of trees, both evergreen and deciduous, on naturally treeless land. Here, too, it will be possible to do some experimental work in the growing of certain varieties of introduced species of forest trees from other parts of the world possessing a climate similar to our own. It will also be easy to gather statistics here of the relative yearly increase in the growth of the different varieties under cultivation and other information of great value to the people of the prairie region. Every civilized country at the present day recognizes the furnishing of information on matters in which any considerable number of its people are interested as a legitimate exercise of its government. We have in Canada information given by the government on nearly every branch of industry. We have our agricultural colleges and experimental farms where experiments are made in agriculture and horticulture; our dairy associations, fruit growers' associations, agricultural societies and various others, receiving both federal and local government support. Surely the establishment and maintenance of a forestry station where object lessons on a subject of such importance to the people of Canada as her forests may be given needs no argument to justify it.

#### GOVERNMENT CO-OPERATION WITH THE PRAIRIE SETTLERS IN THE PLANTING OF FOREST TREES.

The object of the department in its scheme of co-operation with the prairie settlers in growing forest trees on their farms is two-fold; first, to assist the individual who is willing to permanently set aside a small portion of his land for forestry purposes and who agrees to put that portion in a thorough state of cultivation, to plant such varieties of trees thereon as are deemed on examination by experts best suited for it, and to continue to cultivate and care for the trees; secondly, by means of these plantations scattered here and there over the whole extent of the otherwise treeless prairie to furnish object lessons to the settlers, showing the best methods of tree cultivation in almost every neighbourhood; in other words, to exhibit a model forestry plantation so near at hand to every settler that he can learn all the details necessary to success in this line. By this means it is expected that the great majority of settlers, having this example before them, will in time find it best to have their own nursery beds in which they will sow the seed of such varieties as they wish to grow, and thus be able to transplant them when the weather conditions are favourable. This will in time relieve the government nursery station of a large portion of its present work in the growth and distribution of the ordinary forest tree and permit it to devote itself more to the distribution of tree seeds and to furnishing other varieties, the successful cultivation of which the original shelter belt will make possible.

Details of the distribution of trees and tree seeds will be found in the appended report of the assistant superintendent, from which the following summary is taken:--

In 1901	the total number of applicants for trees was	469
In 1902	" " " "	1,033
In 1903	" " " "	1,649
In 1904	" " " "	2,218

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It should, however, be noted that some of these have received trees for more than one year, it being the rule that if a settler who has received trees has complied with the regulations he can obtain a further supply to extend his plantation.

Since 1901 the following numbers of trees have been distributed by this branch:—

1901. . . . .	58,800
1902. . . . .	466,000
1903. . . . .	917,950
1904. . . . .	1,800,000

Total. . . . .	3,242,750
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Also about 2,000 pounds of maple and ash seed were sent out; in all a sufficient amount of material to plant up about 1,300 acres.

The following figures will give an idea of the trees now growing in the nurseries:—

Large enough for distribution—

Manitoba maple. . . . .	1,385,049
Native ash. . . . .	1,272,718
Elm. . . . .	2,500
Russian poplar, one year cuttings. . . . .	2,200
	<hr/> 2,662,467

Too small for distribution—

Maple. . . . .	505,039
Native ash. . . . .	774,931
Elm. . . . .	60,000
Birch. . . . .	5,694
	<hr/> 1,345,664

Conifers—

Larch (European) transplants. . . . .	3,470
“ 2-year seedlings. . . . .	29,444
“ 1-year seedlings. . . . .	12,006
“ (native) transplants. . . . .	1,252
	<hr/> 46,132
Scotch pine, 1-year transplants. . . . .	15,800
“ 2-year seedlings. . . . .	34,104
“ 1-year seedlings. . . . .	42,488
	<hr/> 92,392
Pinus Murryana, 1-year seedlings. . . . .	13,764
“ Banksiana, 1-year seedlings. . . . .	9,250
“ Montana, 2-year seedlings. . . . .	11,820
	<hr/> 34,834
White spruce, 1-year transplants. . . . .	2,615
“ 2-year seedlings. . . . .	5,229
“ 1-year seedlings. . . . .	2,728
	<hr/> 10,572
Picea pungens, 1-year seedlings. . . . .	37,296
Douglas fir, 1-year seedlings. . . . .	200
Total conifers. . . . .	<hr/> 221,426

Total stock. . . . .	4,229,557
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From the reports of the inspectors it will be seen that the trees sent out have done exceedingly well. Mr. Caldwell estimates that of all trees planted during the past four seasons in his district, 85 per cent are now living. Mr. Stevenson finds now growing, 85 per cent of those planted in 1902; 80 per cent of those planted in 1903; 95 per cent of those planted in 1904. Mr. Wallin says that he found of all planted



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during the past four seasons the following were growing: elm, 90 per cent; ash, 95 per cent; maple, 90 per cent, and cottonwood, 88 per cent. Further details on this point will be found in the reports of the several inspectors appended.

In addition to the trees planted under co-operation with the settlers on their farms, 9,500 Scotch pine seedlings were planted last spring in the sand hills on the Spruce Woods timber reserve, in Manitoba. Five thousand of these were one year old and 4,500 two year old plants; and about three pounds of Scotch pine and jack pine seed was sown at the same time as an experiment. Recent examinations have shown that from 35 to 45 per cent of the two-year old plants had made fair growth, while of those one year old scarcely any had lived. Some of the seed has come up, but as the soil in those hills is nearly pure sand, it is probable that many of the seeds did not get sufficient moisture after the sowing, which was late in the spring, to cause germination, and that they will come up next spring. As this timber reserve is valueless for agriculture, it is the desire of the branch to proceed as fast as the means at its disposal will permit in making it of some value in the production of timber by protecting the young natural growth where such is found to exist, and by planting where natural reproduction cannot be obtained.

#### FORESTRY EXHIBIT.

During the present season, as in former years, we had a forestry exhibit at the Dominion Exhibition at Winnipeg, and also at the Western Agricultural Fair at Brandon. The exhibit consisted of a large variety of native woods, mostly collected from the timbered districts of Manitoba, including sections of elm, scrub oak, basswood, white spruce, iron wood, green ash, white birch, native white poplar, Manitoba maple, balm of gilead and western black willow; and alongside there were shown sections of the same kinds of wood and other introduced varieties by which a comparison of the rates of growth under natural and artificial conditions could be made. Seedlings of different ages and of the varieties of trees best suited for planting in this country were shown growing in boxes. Leaves of the principal trees were pressed and mounted on sheets and a number of enlarged photographs taken in Manitoba and the Territories, illustrating what is being done by this branch in assisting afforestation on the plains, were also shown.

#### LECTURES.

The increased public interest in forestry is shown by the requests from various quarters for lectures on the subject. In February last meetings were held in the maritime provinces. The secretary of the Canadian Forestry Association accompanied me, and addresses were given at Halifax, St. John and Sackville, and also at Montreal on our return. In Manitoba and the Territories arrangements are made each year with the agricultural societies and farmers' institutes by which addresses on forestry are delivered at their meetings throughout the country.

#### PUBLICATIONS.

In addition to numerous articles contributed to the newspapers and magazines by the superintendent, a bulletin on Tree Planting on the Prairies of Manitoba and the North-west Territories, by the assistant superintendent, has just been issued from the press. This publication, which consists of about forty pages of reading matter, besides numerous illustrations, was prepared for the purpose of affording practical information to the settler on the western prairies as to the best methods of propagating, planting and managing hardy trees for shelter belts, wind-breaks and plantations.



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## THE CANADIAN FORESTRY ASSOCIATION.

This association is steadily increasing in numbers, and is fast becoming an institution of great influence in the country. The influential character of its membership and the important matters with which it deals give it a distinguished place among the educative institutions of the country. This branch of the department may justly claim the parentage of the association, and it has given it considerable assistance from its start up to the present time, but the aims of its founders were that its influence should not be limited to any section of the country, but that it should be what its name implies, an institution for the whole of Canada, and that these objects are being realized may be inferred from the fact that provinces as widely separated as British Columbia, Ontario and Quebec, have within the past two years recognized its benefit to them by the governments of each of these provinces appropriating money towards its maintenance. As a forward step the directors of the association intend starting a quarterly periodical at the beginning of next year, which will be devoted entirely to forestry, and be conducted solely by the association.

## DOMINION FORESTS.

The vast area of forest land under the control of the Dominion government has been pointed out in previous reports, but the discoveries of each year only go to show how little definite information we have of its great extent and value. As one instance out of many is the report that Dr. King brings of spruce timber of great size found growing in our territory along the new boundary line between Canada and Alaska. In this connection I cannot refrain from again respectfully calling attention to the necessity for exploration in our new districts.

The early history of Canada is much enlivened by the accounts of the journeys of the pioneer explorer into hitherto unknown regions. The explorer and the missionary during the French regime went hand in hand, and their names are written far beyond where the settler of to-day has yet gone, but private exploration is a thing of the past. Men to-day are too busily engaged in personal advancement to permit of the gratification of a spirit of adventure if such should continue to exist, and the result is that we know practically as little of the heritage we possess beyond the settled districts as we do of Africa or Australia. It is true that the Geological Survey has done all that could be expected of it with the limited means at its disposal, but it seems to me that the day has now come when the people of the country should have the means of knowing the character and natural resources of their own unoccupied possessions. The government should know in advance of settlement the character of the unsettled districts, so as to direct immigration aright; so that mineral land might be set aside as such; agricultural land devoted to the agriculturist, and land unsuited for agriculture but on which timber is growing reserved permanently for timber.

## FOREST FIRES.

The past summer in western Alberta and British Columbia has been exceedingly dry. In British Columbia scarcely any rain fell from early in the spring up to about the beginning of September, and in some parts even later. The result was that bush fires were very general. The air was so filled with smoke for several weeks as to render coast navigation dangerous. In view of the danger to which the timber in the railway belt was exposed, the forest fire rangers were employed almost continuously, and, in addition, in case of several fires, additional help was obtained. I am glad to be able again to report that through their efforts under the able supervision of James Leamy, crown timber agent for the district, very little merchantable timber was destroyed in this belt.

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An increased number of rangers were also employed along the foothills of the Rocky mountains, and with one exception they seem to have been equally successful in preventing destruction from this cause. The exception referred to is the disastrous forest fire along the Crow's Nest Pass in southern Alberta on timber limits owned by the Hon. Peter McLaren. The reports say that three fires were started on this property, one near the railway, another somewhere in the interior of the limits, while another came over the mountains from the neighbourhood of Fernie. Every effort was made by the fire rangers, the owner of the limits and the Canadian Pacific Railway to check the fires, but owing to the dry character of the woods and a strong wind that was blowing at the time considerable destruction of timber was caused. Full reports of the extent and damage of this fire have not yet been received.

The number of forest fire rangers regularly employed during the present season in the several districts is as follows:—

Railway belt in British Columbia (besides a large additional number employed fighting fires), under James Leamy, crown timber agent. . . . .	10
East slope of Rocky mountains between the international boundary and the North Saskatchewan river, under forest ranger Joseph E. Stauffer. . . . .	12
Edmonton district, under forest ranger John A. C. Cameron. . .	4
Prince Albert district, under forest ranger A. L. Robertson. . .	3
Moose Mountain, under forest ranger John Rutherford. . . . .	2
Riding Mountain—North side, under forest ranger Thos. Young. . . . .	5
Riding Mountain—South side, under forest ranger J. W. Thompson. . . . .	2
Turtle mountain, under forest ranger C. A. Walkinshaw. . .	1
Spruce woods. . . . .	1
Total. . . . .	40

The protection of our natural forests is a matter of supreme importance to the whole country, and one that has been almost entirely neglected in the past. The spectacle witnessed by the traveller passing through our unsettled forest country is sad indeed. On every hand he beholds the charred remains of the old time forest. He sees this as he journeys through Nova Scotia, New Brunswick, Quebec, Ontario, the North-west Territories, and, sad to say, this destruction is not least if not greatest in the giant woods of the Pacific slope. Everywhere this destruction of public property is before his eyes, and it is humiliating to confess, as we must do, that the fires which caused this great loss were not only permitted but in most cases caused by our own people. The settlers in these regions on the one hand laboured with all the energy characteristic of the backwoods pioneer to create wealth, while on the other hand they lighted the torch which resulted in greater loss to the country as a whole than was caused by all the conflagrations that have ever occurred in our settled districts.

#### FUTURE DEMAND FOR TIMBER BY THE PRAIRIE SETTLERS.

With the rapid settlement of the prairies, which is now only beginning, will come a greatly increased demand for lumber, far greater than would be required by an equal number settling in a wooded country where the material for building, fencing, &c., is largely obtained from that growing on the homestead. The prairie settler has to look to the forests lying beyond the Saskatchewan to the north and to those of the Rocky mountains and British Columbia to the west to supply his wants in this respect, and he has a right to expect that this supply will be permanently maintained.



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The demand from these quarters for lumber and shingles has already within the past few years greatly increased the value of timber limits adjacent to the prairies as well as those in British Columbia, and as the government collects taxes and dues on these limits the expenditure of money in preventing their destruction is a judicious investment of the public funds.

I cannot close this report without again expressing very great satisfaction at the assistance this branch of the department has received from various quarters in the prosecution of its work. The railways have co-operated in various ways to assist both in the work of tree planting and in fire guarding. The North-west Mounted Police have as usual been active in preventing the spread of fires wherever their posts are established, and the Hudson's Bay Company, through the courtesy of Mr. Chipman, the commissioner, have again posted up our notices of warning against the careless use of fire throughout the length and breadth of the vast forest territory embraced in the field of their operations.

I have the honour to be, sir,

Your obedient servant,

E. STEWART,

*Superintendent of Forestry.*

## APPENDIX No. 1.

REPORT OF NORMAN M. ROSS, B.S.A., B.F., ASSISTANT SUPER-  
INTENDENT OF FORESTRY.

INDIAN HEAD, ASSA.,

September 25, 1904.

E. STEWART, Esq.,  
Superintendent of Forestry,  
Ottawa.

SIR,—I have the honour to submit my fourth annual report of work carried out under your direction. This report dates from October 10 of last year.

At that time I was at the nurseries at Indian Head as the seedlings were then being dug up and heeled in ready for packing and distribution this spring. When the work was completed I went to Banff, where it is intended to set up a forestry exhibit in the Park museum, to see what space would be available for this purpose, and also to get some idea as to what the exhibit should consist of in order to be of most general interest. Towards the end of November I returned to Ottawa and remained in the office there during the greater part of the winter. In February I came back to Indian Head to attend a two days' institute meeting at which I delivered an address on tree planting, and also to make arrangements for the erection of the buildings put up this summer in our new nursery. I then returned to Ottawa expecting to remain there till spring opened up. Owing, however, to the sudden death of Mr. Geo. Lang, who had been looking after the work here, it was necessary for me to go back to Indian Head about the middle of March, and take charge of the work personally. As we have so far been unable to find a suitable man to act as foreman in the nurseries, I have had to remain here practically ever since, attending to the erection of buildings, fencing and other details in connection with starting a new place.

As there has been so much to look after in this way it was impossible for me to undertake any inspection work this summer as I have done in past seasons. The number of applicants in the Territories has greatly increased, and three inspectors



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were needed to cover the ground this year. Mr. Archibald Mitchell has gone over the same ground as formerly, namely, Alberta and west Assiniboia west of Maple creek. Mr. Angus MacIntosh has inspected along the Arcola branch of the Canadian Pacific Railway, the main line from Fleming west to Wolseley, and the Prince Albert branch. Mr. John Caldwell was given the Yorkton branch, the main line from Maclean west to Caron and the Soo line from Moose Jaw to North Portal.

The following figures show plainly the great increase in tree planting, and the necessity for an additional staff of inspectors:—

In 1901 there were on the list for the Territories	166	names.
In 1902	"	"
In 1903	"	"
In 1904	"	"
In 1901	"	"
In 1902	"	"
In 1903	"	"
In 1904	"	"
	Manitoba	
	303	"
	678	"
	1,069	"
	1,209	"

The number on the list for each year is not made up altogether of fresh applicants, the old ones are kept on, that is, those who have complied with our regulations, and they are also visited to see that the plantations set out are being properly cared for. Many of the men who planted in 1901 and 1902 have continued adding to their plantations each spring until some now have several acres under trees.

The inspection in Manitoba has been carried out by Mr. A. P. Stevenson assisted by Mr. Roland Craig and Mr. Hugo Wallin. It will be noticed that there is a much greater proportional increase in the number of applications in the North-west Territories than in Manitoba. This is chiefly due to the much larger immigration and new settlement in the Territories. A very large number of these new settlers too are from the western States, where the benefits of tree-planting have been fully demonstrated. Most of these people are anxious to plant immediately in order to obtain shelter as soon as possible.

This spring there were distributed from the Brandon and Indian Head nurseries something over 1,800,000 seedlings and cuttings of native maple, ash, elm, cottonwood, Russian poplar, and willow. All of these with the exception of 150,000 cottonwoods were grown on our own nurseries. These cottonwoods were obtained as formerly in North Dakota. Since 1901 we have distributed the following numbers of trees:—

1901	58,800
1902	466,000
1903	917,950
1904	1,800,000
Total	3,242,750

Besides this number about 2,000 lbs. of maple and ash seed have also been sent out; in all a sufficient amount of material to plant up about 1,300 acres.

On the whole the trees sent out have done exceedingly well, and with only a few exceptions are carefully attended to. In the reports of the inspectors a more detailed account will be given of the success of the different varieties in each district. The maple, ash, elm, and willow seem to do well over the whole of the west. From recent reports the cottonwood in south-eastern Manitoba does not seem to be entirely satisfactory, but in other districts it appears to be the fastest growing tree we have. The cottonwood is a tree which seems to thrive best on the heavier soils and in moist places. In south-eastern Manitoba, however, the main difficulty seems to be with a rust fungus which affects the foliage; but the district where this is prevalent seems at present to be very limited. The cottonwood too is looked upon with disfavour by many on account of its killing back in the winter. This, however, does not seem to affect the growth of the tree to any extent in the majority of cases. The wet falls of

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recent years and the consequent late growth, which does not give the young shoots an opportunity to properly ripen before the heavy frosts, account no doubt for the rather large amount of killing back during the past few seasons. After the trees are three or four years old the winters do not seem to have any effect on them, at least the older trees on the experimental farm here have shown no sign of killing back for several years.

The Russian poplar we do not distribute very much, as it has been found that after they get to be a few years old they become subject to the attacks of borers and fungi. Mr. Mitchell reports that two-year old trees planted at Gleichen in Alberta and at other points are already being affected by this fungus. When the trees are young it seems to attack the stem at the point where the root commences, and rots the outer wood and the inner layer of bark, thus destroying the circulation of sap.

The elm and ash, especially the latter, seem to be coming into more general favour. They are both very hardy and are longer lived and produce better timber than either the poplar or willow, although they are slower in growth. The ash is very readily raised from seed, the elm not quite so easily, the seed being scarcer and, unless sown under the proper conditions of soil and moisture, it does not seem to germinate at all evenly; hence we cannot distribute this variety in such large quantities as either the maple or ash, although it is without doubt the best broad leaf tree we have. The conifers, with the exception of a limited number of white spruce and native tamarac, have not been sent out at all. We have several thousand one and two-year old seedlings growing in the nursery here, but they will not be ready for shipping for some time yet. The conifers, such as Scotch pine, tamarac, white spruce and jack pines, will undoubtedly prove most important trees for planting on the plains, and in this connection I would refer to a suggestion made in my last report that some work should be done in the tamarac, spruce and jack pine belts, to ascertain as nearly as possible their rates of growth, under natural conditions, upon which could be based some estimate of what such varieties might be expected to yield under cultivation.

This spring a number of seedlings of one and two-year old Scotch pine were planted as an experiment in the sand hills on the west end of the Spruce Woods reserve in Manitoba. The young plants were set in the sod without any previous preparation of the soil, and, although the planting was done late in the season and the seedlings not as strong as might be desired, the plantation is fairly encouraging. I visited this in September and found that from 35 to 45 per cent of the two-year old seedlings had made very fair growth. The one-year old plants were practically no good, as the roots were too small. Some seed of Scotch pine and jack pine was sown at the same time in holes dug in the sod. This has come up thinly, but many of the seeds will come up next spring, as the soil being nearly pure sand does not retain the moisture at the surface very long, and consequently the seeds, owing to late sowing, did not get a fair opportunity to germinate. I hope, however, that we may continue the planting next spring under more favourable conditions, and I have no doubt we may then expect better results.

## FORESTRY EXHIBIT.

According to your instructions an exhibit was prepared for the Dominion Fair, held at Winnipeg early in August. This consisted of blocks of wood of the native trees grown naturally and under cultivation, seed of native varieties, leaves pressed and mounted, and one, two and three-year old seedlings growing in boxes. There were also several photographs of plantations taken throughout the west and of seedlings under cultivation in the nursery. Mr. Hugo Wallin assisted me in preparing and setting up this exhibit, and remained in charge during the time of the fair, when the specimens were removed to Brandon for the local fair at that place.



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NURSERY WORK.

As in former years, we have grown our stock on the experimental farms at Brandon and Indian Head. From an estimate of the seedlings, made in August, I obtained the following figures:—

GROWING AT BRANDON.

Maple.....	842,620
Native ash.....	622,184
Total.....	1,464,804

ESTIMATE OF SEEDLINGS AT INDIAN HEAD NURSERY, AUGUST 12, 1904.

*Large enough for Distribution.*

<i>Maple—</i>	
Sown spring, 1904.....	210,053
Sown fall, 1903.....	332,376
	542,429
<i>Ash—</i>	
Sown fall, 1902.....	650,534
<i>Elm—</i>	
Two years.....	2,500
<i>Russian poplar—</i>	
One year cuttings.....	2,200
Total available for distribution.....	1,197,663

TOO SMALL FOR DISTRIBUTION.

Maple.....	505,039
Ash.....	774,931
Elm.....	60,000
Birch.....	5,694
	1,345,664

CONIFERS.

<i>Larch—</i>	
European transplants.....	3,470
Two year seedlings.....	29,444
One year seedlings.....	12,006
Native transplants.....	1,252
	46,132
<i>Scotch pine—</i>	
One year transplants.....	15,800
Two year seedlings.....	34,104
One year seedlings.....	42,488
	92,392
<i>Pinus Murryana—</i>	
One year seedlings.....	13,764
<i>Pinus Banksiana—</i>	
One year seedlings.....	9,250
<i>Pinus Montana—</i>	
Two year seedlings.....	11,820
	34,834



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*White spruce—*

One year transplants.. . . .	2,615	
Two year seedlings.. . . .	5,229	
One year seedlings.. . . .	2,728	
		10,572

*Douglas fir—*

One year seedlings.. . . .	37,296	
Two year seedlings.. . . .	200	
		221,426

Total at Brandon available for distribution.. . . .	1,464,804
“ Indian Head available for distribution.. . . .	1,197,663
“ “ too small for distribution.. . . .	1,345,664
“ “ Conifers.. . . .	221,426

Total stock estimated in nurseries.... . 4,229,557

On the whole this has been a very favourable season for nursery work, the maple and ash having done especially well. The maple came up somewhat thinly owing to the seed being three years old, as there was difficulty in collecting any fresh last fall, and the season before that there was a good deal of the seed affected by a fungus disease destroying its germination. We shall have, however, an ample stock to supply all demands next spring. Owing to the poor quality of the elm seed procured last summer, I regret to say that we shall have no seedlings of this variety to distribute next spring. The elm is grown two years in the nursery, or more correctly, is sown in July of one year and gets fairly started before fall, and is then allowed to remain the whole of the following season before being dug up. This year we procured good seed, but the first sowing made early in July owing to very dry weather was not very successful. A second sowing made in the middle of August has come up very thickly, though the seedlings are of course small and will not make such good plants next year as would those of the previous sowing had they germinated properly.

For tree planting in general the season has been very favourable, in Assiniboia, at least. The spring was cool, with plenty of rain, and there has been a fair amount of moisture throughout the season. The fall so far has been exceptionally wet, and it is just possible that this may induce late growth, and consequent freezing back of the young shoots when the hard frosts commence.

## COLLECTION OF SEED.

This has been a good year for seed of all varieties. In the spring we collected about 50 to 60 pounds of elm seed. Arrangements have been made with the Half-breeds in the Qu'Appelle valley to pick all the maple and ash seed we shall require. Mr. MacKay has also allowed us to pick a good deal of maple seed from the trees growing on the experimental farm here. Several bushels of jack pine seed were collected in the Cypress hills and sent in by Mr. Mitchell, who also gathered some white birch seed in Alberta. A few bushels of white spruce cones picked by the ranger in the Spruce Woods reserve, have also been shipped here.

## THE NEW NURSERY.

As mentioned in last year's report, the northeast quarter of section 11, township 18, range 13, west of the second meridian, one mile south of Indian Head, was set aside for the purposes of a forest nursery, as our work had increased to such an extent that the limited space that we could use on the Brandon and Indian Head farms was

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far too small. Last summer thirty-five acres of this land was broken and backset, and was this spring planted to trees, tree seed and oats, ten acres being left fallow in order to bring it into more thorough cultivation for sowing seed this fall.

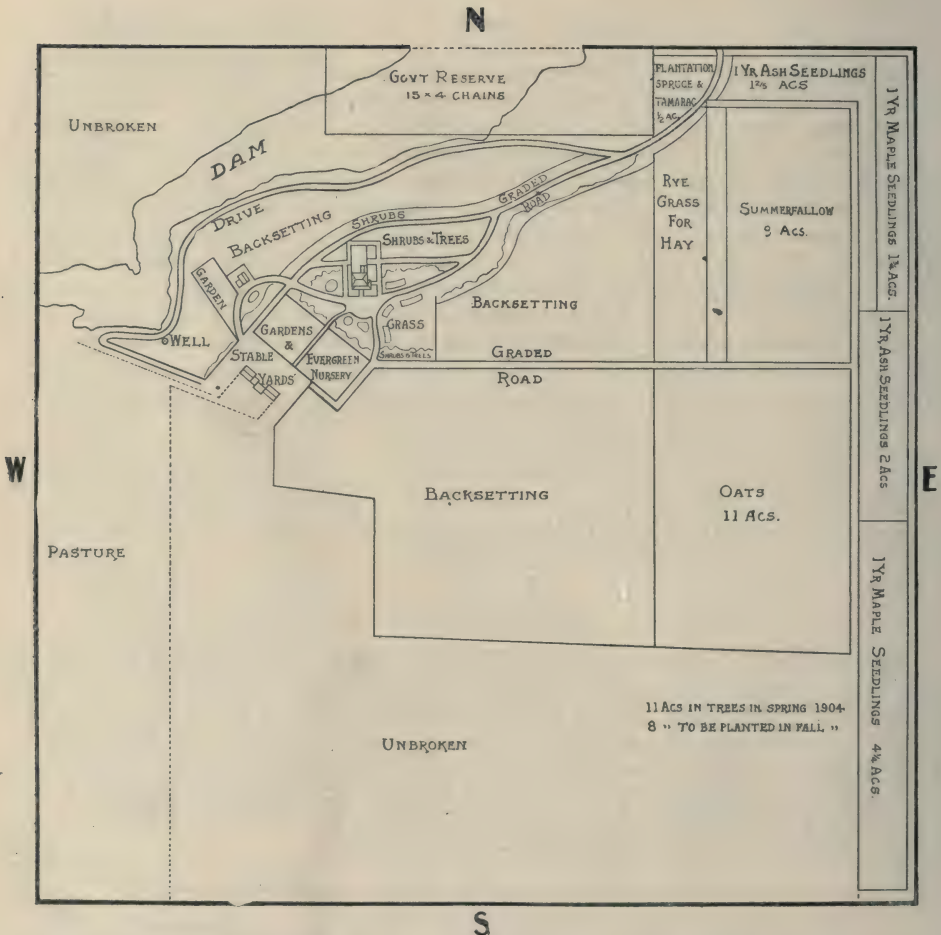
This season about forty acres more has been broken and backset. A good stone basement stable, 30 x 37 feet, a packing and implement shed, 40 x 20 feet, a dwelling house for the foreman and manager and another one for the men have been built. A

# NURSERY STATION

INDIAN HEAD, ASSA.

1904.

SCALE 9 CHAINS TO 1 INCH.



good fence, consisting of four strands of barbed wire on cedar posts set a rod apart, has also been put up around the whole place. The necessary roads and drives have also been laid out, and most of them are now graded up. The implements and horses for

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working the place were purchased during the summer, and I am glad to report that everything is now in a very satisfactory condition. Next spring all the work will be centralized here, as nothing will be grown at Brandon. This will greatly facilitate the work, and considerably reduce the expense in proportion to the amount of seedlings raised.

This spring a belt of five rows of trees was planted on the east and half way along the north sides of the nursery. The trees were maple, cottonwood and willow. Their growth this year has been most satisfactory. A small plantation of over half an acre of native spruce and tamarac was also set out. The young trees were put 3 feet x 3 feet, and would be about five years old, the seedlings having been got in the sand hills east of Brandon two years ago and then transplanted into the nurseries here. The result of this planting is far better than I hoped for, as out of about 3,500 trees set out not more than ten at the outside have died. The situation is very exposed, perfectly bare of all shelter, and on newly prepared ground.

While in the office this winter I prepared a small bulletin on general tree planting for the prairies. The bulletin is well illustrated with photographs of plantations taken in different parts of the west and others showing the seedlings of the different varieties growing in the nursery, to illustrate more plainly the methods of cultivation recommended in the text.

I am, sir, your obedient servant,

NORMAN M. ROSS,

*Assistant Superintendent.*

## APPENDIX No. 2.

## REPORT OF ROLAND D. CRAIG, B.S.A., F.E., ASSISTANT IN FORESTRY.

BRANDON, MANITOBA,  
October 16, 1904.

E. STEWART, Esq.,  
Superintendent of Forestry,  
Department of the Interior,  
Ottawa.

SIR,—I beg the honour to submit herewith the first report of my work in the service of the forestry branch. I entered the service on April 1, 1904, and until April 27 was engaged in clerical work in the office at Ottawa. On that date I left for Manitoba to assist in the shipment of the trees from the nursery in Brandon to the Manitoba applicants. The number of applicants to receive trees was 771, and the number of trees distributed 1,145,500, made up of the following species: maple, 598,925; ash, 333,825; cottonwood, 171,250; elm, 39,725; willow, 1,775.

The flood of the Assiniboine river greatly delayed the shipment and made it necessary to haul over half the trees to the railway station at Chater. The shipping was finished, however, on May 17, after which we sowed the maple seed for next year's trees.

From May 23 to 27 Mr. Stevenson and I set out an experimental plantation of Scotch pine in the Spruce Woods timber reserve, about five miles from Sewell. Five thousand one-year olds and 4,500 two-year olds were planted in spots four feet apart, from which about one square foot of sod had been removed. We also sowed one pound each of Scotch pine, jack pine and lodge pole pine seed in spots similar to the planting spots. The soil on which this experiment was conducted was almost pure sand,



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with a covering of unbroken sod and procumbent juniper. The water table, judging by the sloughs in the vicinity, was from 4 feet to 6 feet below the surface. The plantation is partly protected on the north by a clump of spruce, and the aspect is very gently south-east. During the planting and for nearly a week afterwards the weather was dry and hot, thereby militating against the success of the plantation.

On August 23, in company with Mr. Stevenson and Mr. Wallin, I inspected the plantation and found approximately 40 per cent of the two-year olds and 12 per cent of the one-year old pines alive, and of the seed 30 seedlings of Scotch pine could be found, 130 lodge pole pine, and 20 of jack pine. These results indicate that one-year olds and even two-year olds are too small to be successfully planted under those conditions. It was noticeable that the seedlings succeeded best in the deeper holes and that shade from the south was beneficial.

Since June 1 I have been engaged in the inspection of plantations and of ground prepared for plantations, in the following localities: along the Canadian Pacific Railway, the Souris section, Arcola branch to Sinclair, Estevan section, Lyleton branch, main line from Brandon to Winnipeg, Portage la Prairie to Gladstone, and along the Canadian Northern from Winnipeg to Portage la Prairie.

In the plantations I have inspected I have estimated that at least 90 per cent of the trees are alive and growing well. Of the different species I would say that of maples 92 per cent are alive; ash, 95 per cent; elm, 85 per cent; cottonwoods, 75 per cent; Russian poplar, 60 per cent; willow, 90 per cent. Many cottonwoods have been killed during the last year by rust, and some have winterkilled on account, no doubt, of growing too late in the fall. The Russian poplars are very unsatisfactory on account of their susceptibility to the black rot.

On the whole the plantations have received very good care, and the owners are enthusiastic over the results of their labours. The effect of cultivation on the vitality and the rate of growth is very marked.

I would suggest that in future the ash seedlings be kept in the nursery until two years old, for the one-year olds are so small that the planters do not appreciate their value and on account of their relatively slow growth for the first few years they should be given some advantage over the quicker growing species such as cottonwood and maple. Maples and cottonwoods transplant best when one year old.

There are many applications for evergreens, and in view of their value as a winter shelter, spruce and Scotch pine should be included in the distribution as soon as possible.

At present I am looking after the heeling in of the maple and cottonwood seedlings at the nursery in Brandon.

I have the honour to be, sir,

Your obedient servant,

ROLAND D. CRAIG.

## APPENDIX No. 3.

## REPORT OF HUGO CLAUGHTON-WALLIN, F.M., TREE PLANTING INSPECTOR.

INDIAN HEAD, ASSA.,  
September 25, 1904.

E. STEWART, Esq.,  
Superintendent of Forestry,  
Ottawa.

SIR,—I have the honour to submit herewith a report of my work carried out under your instructions.

I left Indian Head July 18, for Brandon, where I continued for a few days my work of preparing exhibits for the Dominion Exhibition at Winnipeg, which work I had started at Indian Head. I arrived at Winnipeg on the 22nd. After having, under your and Mr. Ross' supervision, arranged the forestry exhibition there, I was left in charge of same. At the close of this exhibition the forestry exhibits were moved to Brandon, where I, after helping Mr. Rowan to get it in shape for the Brandon fair, left him in charge and went to Killarney, Manitoba, where I joined Mr. A. P. Stevenson, inspector of tree planting. After having for ten days accompanied him on inspection work I started my own work of inspection on August 24, and have since then visited 280 farmers; the Canadian Pacific Railway main line from Brandon to Kirkella, Forest Extension, Miniota branch and Canadian Pacific Railway North-western branch from Minnedosa to Gladstone being that part of my district hitherto gone over.

I am very pleased to say that in most places where the trees have been properly planted, well hoed and cultivated, surprisingly good results are obtained; and the cases where the trees owe their death or slow growth to the neglect of their owner to take proper care of them are really very few. I found some plantations north of Griswold, Oak Lake and Virden, where the percentage of dead trees, especially among the cottonwoods, was rather large—from 15 per cent to 20 per cent in some places. When making remarks on it I got the answer that the seedlings were at the express office for some time before the applicants had a chance to get them unpacked, the cause being the flood of the Assiniboine river. This delay in their planting out may have caused some of the trees to heat or, if not packed so closely, to dry out.

I will try to give an approximate percentage of the various kinds alive.

*Elm.*—Not many of them were sent out to the parts I have visited, but they seem to do well. Ninety per cent alive.

*Ash.*—Has given a very good result. They make a rather slow growth the first summer before they get accustomed to the new soil, but seem to be just as hardy as the Manitoba maple. In fact I dare say that I have found a larger percentage of living trees among them than among the maples. Ninety per cent alive.

*Manitoba maple or Box elder.*—Ninety per cent alive.

*Cottonwood.*—About 88 per cent alive. At a few places I found some dead specimens among the cottonwoods of 1902 and 1903. I can find no other cause for it than that they have been killed back last fall, sometimes only the young sprouts, but sometimes to the root, the late growth not being ripe enough to stand severe cold. But I do not think that as an average more than 5 per cent are dead. It was especially around Forest I found that trouble.

The instructions of the department have as a rule been punctually carried out.



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A mistake very often made by the farmers is their preparing their land too close to buildings.

I am, sir,

Your obedient servant,

HUGO CLAUGHTON-WALLIN.

#### APPENDIX No. 4.

##### REPORT OF A. P. STEVENSON, TREE PLANTING INSPECTOR.

NELSON, MANITOBA,

September 21, 1904.

E. STEWART, Esq.,  
Superintendent of Forestry,  
Ottawa.

SIR,—I have the honour to submit the following brief report on the work done by me under your instructions as tree planting inspector in connection with the work carried on in this province by the forestry branch of the Department of the Interior.

In accordance with instructions received from you in February of this year, I addressed a series of farmers' institute meetings during the month of March. Meetings were held at the following places in Assiniboia: Moose Jaw, Pense, Lumsden, Regina, Edgely, Qu'Appelle, Sintaluta, Wolseley, Summerberry, Grenfell, Broadview, Whitewood and Moosomin. These meetings were fairly well attended, in a number of cases over seventy being present. The subjects taken up and discussed at these meetings included an outline of the benefits of a good shelter belt to the prairie farmer from a money point of view in adding value to the farm, as well as from the aesthetic side. The government's co-operative scheme was outlined, small sections of timber were shown which give a good object lesson on the quick growing properties of some of our native trees when grown under proper conditions, such as are set forth and advocated by the forestry branch, all of which appeared to be duly appreciated by those present.

Arrangements were also made to address a series of farmers' institute meetings in Manitoba, but on account of the snow blockade it was found to be impossible to carry out these arrangements.

The spring was cold, late and backward, and on that account it was April 25 before preparations were begun for the shipping out of trees by the forestry branch at Brandon. The premises used for the packing and handling of our trees on the experimental farm during the past two years were found to be entirely too small to accommodate this spring's operations; consequently a large tent, sixteen by twenty-four feet, was hired for a few weeks and used in addition. Mr. Roland Craig, who had recently joined the forestry branch, arrived in Brandon on May 1, and assisted in the work of packing and distributing. This work started on May 2, and over 100,000 trees per day were shipped out till the 7th, when the Assiniboine river rose and flooded the entire valley, cutting off all communication with the experimental farm and Brandon, no team being able to cross between these two places till the 20th. After considerable difficulty teams were secured and trees were carted to Chater, and all further shipments were made from that place. All shipments were completed on May 17. Altogether the shipping season had been one of the most unfavourable in my experience principally on account of the extreme hot weather setting in as soon as the late spring opened, trees bursting out almost in full leaf in two or three days.



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We completed the sowing of five acres of maple seed on the 20th, and shortly after I went to the Spruce Woods south-east of Sewell, accompanied by Mr. Craig, for the purpose of planting a quantity of Scotch pine seedlings. No preparation of the soil had been made, the trees being planted in the soil pretty much as nature left it. Five thousand one-year and 4,500 two-year old Scotch pine were planted. These trees were all grown in the first place at Indian Head by forestry branch officials. Three pounds of pine seed was also sown of the following varieties : Murrayana, divaricata, and sylvestris. We finished planting all of the above on May 27. On August 23 the place was visited and examined, and the following results were found: 1-year Scotch pine, 12 per cent alive; 2-year Scotch pine, 40 per cent alive; of seed sown, Murrayana gave 125 seedlings above ground; sylvestris, 30; divaricata, 20. The above list of trees planted I consider fairly good when the conditions are considered. The weather at planting and for a week after was dry and hot; consequently the 1-year olds have nearly all died, while the 2-year olds, with more vitality and better roots, made a fair showing. Three-year olds would, I have no doubt, give even a better showing. The small results from the seed sown can be explained to a large extent by the carrying off of the seed by birds. This difficulty could be obviated by mixing red lead with the seed before sowing.

I began the work of inspection the beginning of June. Mr. Craig accompanied me on this work till the 13th, when he started alone on the work of inspection in the south-western part of the province, and later on the main line of the Canadian Pacific Railway from Brandon to Winnipeg.

On August 11 Mr. H. C. Wallin joined me at Killarney and accompanied me till the 20th, when he took up the work of inspecting in the northern part of this province.

One million one hundred and sixty-eight thousand five hundred and ninety-five trees were sent to 771 applicants this spring within the province of Manitoba. The varieties of trees sent out consisted of Manitoba maple, elm, ash and cottonwood. The total number of applications for trees to be visited in Manitoba this summer is 1,209. These are widely scattered all over the province. Up to the present date I have inspected the farms of 400 applicants. It has been noted that the trees sent out this spring have done remarkably well. Ninety-five per cent are alive. This fine showing is the result of having abundance of rain during the months of June and July. I regret to have to report that a number of the trees planted in 1902 and 1903 in the district west of Crystal City have been injured during the past winter. Ten per cent of the cottonwood trees are dead. I noticed trees of this variety that had been planted eight years dead this spring in this same district. The maples also showed some injury, being cut back to the ground in some instances, but all were growing up again vigorously. On the other hand, from Crystal City east no damage whatever was noticed, but fine growths of from ten to twelve feet high, planted 1902, are to be found. I have noted with satisfaction this year the behaviour of the ash tree. Where the cottonwood and maple were cut down this tree has stood without the slightest sign of injury. It has had also the prejudice against it of being a slow grower, but this has been largely overcome this year by its fine sturdy growth, and where mixed with maple its growth is equally as fast as the latter. The greatest enemy of the elm on the prairie is the jack rabbit which appears to delight in browsing off this tree. A shot gun is the only sure remedy.

Concerning the general condition of the trees in the groves set out under the forestry branch supervision, I might say that with the exception of the district named, 85 per cent of 1902 trees are growing, 80 per cent of 1903 trees are growing and giving splendid results. I notice that in a number of plantations set out in 1902 no further cultivation will be necessary, the trees entirely shading the ground, rendering the growth of grass and weeds impossible.

It is rather difficult to arrive at a proper conclusion as to the cause of the death of so many young and also old trees in the south-west of Manitoba this spring. I think the yellow rust on the leaves of the cottonwood weakened the vitality of the trees last

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fall. This followed by a severe winter resulted in a large number of deaths this spring. With the maple a heavy frost during last September, while the young wood was full of sap was a considerable factor in the killing back, I have no doubt.

This co-operative tree planting scheme is growing in favour each year. As fine groves are beginning to show up all over the prairie all shades of opinion are applauding the movement and sincerely hope the good work will go on.

Your obedient servant,

A. P. STEVENSON,

*Tree Planting Inspector.*

### APPENDIX No. 5.

#### REPORT OF ARCHIBALD MITCHELL, TREE PLANTING INSPECTOR.

MACLEOD, ALBERTA,

October 8, 1904.

E. STEWART, Esq.,

Superintendent of Forestry,  
Ottawa.

SIR,—I have the honour herewith to submit the following brief report of the work done by me in 1904 in connection with the Forestry Branch of the Department of the Interior.

On instructions from you, I joined Mr. M. D. Geddes, of Calgary, at Pincher Creek, on February 29, and with him addressed farmers' institute meetings at Pincher Creek, Fishburn, Claresholm, High River, Okotoks, Spruce Vale, Carstairs, Didsbury, Olds, Innisfail, Markerville and Red Deer. At most of these places two meetings were held. In all I addressed nineteen meetings, and a great deal of interest was taken in forestry matters. In travelling through the country last year, I remarked a great lack of knowledge as to the training of shade and ornamental trees. Nearly every farmer makes an attempt at growing a few trees of this class, but they are usually very branchy, and easily broken and destroyed for want of a little judicious pruning. Wherever, therefore, I could get specimens, at the evening meetings, besides briefly explaining the co-operative system, I gave a demonstration in pruning, using actual specimens, and giving reasons for everything done.

In the more wooded country, from Olds to Red Deer, I warned the farmers against a complete clearing of their lands, and advised the retention of about twenty or thirty acres of trees as windbreaks, and for the supply of firewood and fencing material in the future, as well as for the regulation of the rainfall. I pointed out the importance of looking upon such as part of their regular crop and advised protecting it, and dividing it into equal areas, one to be cut over every year for the supply of the farm. Every portion so cut over would restock itself, and at the end of the rotation the first area would be ready for cutting again. I showed also how it would be possible to improve the quality of the timber by restocking bare places in the cut-over areas with ash and elm seedlings, and by small spruce and tamarack plants pulled from the swamps in the neighbourhood. This was well received at the meetings, and in this connection I should like respectfully to draw your attention to this side of farm forestry, and suggest that steps be taken to find the size of plantation necessary for the needs of the farm, and to maintain the humidity of the country, the most desirable rotation, and whether a clear cut or a selection system, and the best means of



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improving the timber of the more wooded portion of the country, and so on. Some farms in northern Alberta are already completely cleared. Forestry is a branch of agriculture. The average farmer knows very little about it, and it seems to me that much good work could be done by your branch in this direction.

I commenced inspection work on June 6. There has been an increase of 103 applicants in my district over those of last year. We have had a very dry summer, especially in southern Alberta and western Assiniboia, and yet I am pleased to report the percentage of living trees planted in 1904 is very good, namely, maple, 67 per cent; cottonwood, 83 per cent; Russian poplar, 96 per cent; ash, 88 per cent, and elm, 87 per cent. Several maple consignments were heated in transit, which brings down the average somewhat. In the irrigated country, contrary to what might have been expected, I found many plantations suffering from the drought. Early cultivation had been neglected, and the water was applied too late. Those who could not irrigate knew they had to depend on their hoes and cultivators for success, and as a result their trees were clean and in excellent condition. An idea still prevails there, and indeed it does in most of the west, that trees will not grow without artificial watering. This is entirely erroneous, and as far as I have seen wherever plantations have got ordinary care and without any irrigation there has not been the slightest sign of distress on account of dry weather. Of course where irrigation has been judiciously used the results have been very good.

Last winter's frosts did some damage as usual in freezing back part of the previous summer's growth. In the case of the maple the better the cultivation the better the tree seems to be able to stand the winter. Some of the 1902 maples are now seven to eight feet high. The cottonwoods seem to kill back considerably the first two years and then harden up and keep their growth. Some of the 1901 cottonwoods made three and four feet last year, which stood the winter well, while 1903 trees just beside them were killed to within a few inches of the ground. Very few are completely killed, and the roots are usually able to send out vigorous shoots.

For the better success of the plantations, I would respectfully suggest that in the instructions sent to each applicant pressing directions should be given to cultivate between the trees as soon as they are planted. This is very important, especially if a dry spell should occur immediately after planting.

I should like also to suggest that the L method of spade planting be given in the instructions as an alternative to the plough planting. The latter method is excellent when an efficient ploughman is at hand, but most of the settlers are not first-class ploughmen, and I have not seen a really good specimen of plough planting yet. The rows are usually crooked and irregular in width, and sometimes the opened furrow is neglected and not filled in. This summer I have shown each new planter how to plant after the L method, getting a spade and actually planting a tree before him. This method is not much slower than the other, one man working alone being able to put in about 1,000 plants per day. It is useful alike for cuttings and rooted plants, and has the further advantage of giving the least opportunity for the drying out of the under soil, as that is only exposed in very small quantity and for a very short time.

The working of the L method is briefly as follows: The perpendicular cut of the L is made first. The horizontal one is then made by thrusting the spade down about two-thirds of its length. The handle is depressed and then pushed well forward, which movements cause a hollow to appear under the blade. A plant is thrust into this, the spade jerked out, the earth falls on the root, and it is then trodden firmly. A slight motion of the foot throws a mulching of loose earth around the trees, and the operation is complete. Where the growth of the cottonwood has been very rapid, as it usually is in the second year, I have advised cutting back the summer's growth to about two-thirds of its length. This helps the wood to harden before the fall storms or early frost strikes it. Perhaps if this were also inserted in the instructions to planters it might become more generally known, and might help to get the plantations over their early years more easily.



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While in the Cypress hills south of Medicine Hat I collected a quantity of pine cones for the nursery, and also while in the Innisfail and Beaumont districts I collected some white birch seed.

I have the honour to be, sir,

Your obedient servant,

ARCHIBALD MITCHELL.

## APPENDIX No. 6.

### REPORT OF ANGUS MacKINTOSH, TREE PLANTING INSPECTOR.

INDIAN HEAD, ASSA.,

October 24, 1904.

E. STEWART, Esq.,

Superintendent of Forestry,

Department of the Interior,

Ottawa.

SIR,—I have the honour to forward you my report upon the tree planting inspection work with which you entrusted me last June. At that time Mr. Ross, your assistant, gave me a list of settlers that I had to visit in the southern and eastern parts of Assiniboia; and when I exhausted that list, about the end of August, and reached Indian Head, he supplied me with another which took me into the north-western part of the territory, and also into Saskatchewan.

In Assiniboia I found that the most of the settlers who for the last two or three years had availed themselves of the Dominion government's offer of free trees, had not only carried out the instructions and rules under which they got them, but that some of them had become enthusiastic in the matter of tree planting. The success of those who gave the trees they got the necessary care and now have flourishing plantations, has been the means of stimulating their neighbours to try and do likewise. Wherever I went the desire to make prairie homes more comfortable and picturesque by tree planting was manifest. To the lover of trees, engaged in inspection work, the long weary drives, fording creeks, wading through sloughs, and sharing the rough couch (always hospitably given) of settlers beginning life in the North-west, are in a measure compensated for by the sight of thriving, though small, plantations of trees dotted here and there over the treeless plains, and trees that have only been planted three or four years, standing from six to eight feet in height.

The plantations made under government guidance I generally found successful. There were of course a few exceptions, but the exceptions were invariably due to neglect on the part of the owners.

The hardiness of trees was put to a severe test last winter, which was an exceptionally hard one, but I am glad to say that all the varieties sent out by the government, excepting a few cottonwoods in the Fleming, Moosomin and Wapella districts, have stood the test.

In northwestern Assiniboia and up the Prince Albert line into Saskatchewan I travelled over a good deal of country where a number of the applicants I had on my list were new-comers that amid other and more pressing work had not been able to thoroughly prepare ground for trees. They are all, however, most desirous to begin and to shelter and embellish their homes with trees. There will be quite a number of trees required for that part of the North-west next year. Wherever plantations were

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made they were a success, and I anticipate still greater success in the future when settlers come to thoroughly understand the care and attention that should be given to trees on the prairies.

I averaged the failures amongst the trees planted last spring, on the places I visited, at 10 per cent, and the percentage of older trees that succumbed to the severity of last winter at about the same figure. The greatest loss was among the cottonwoods. Manitoba maple, ash, elm and Russian poplar stood the winter better.

The number of places I visited was 288.

I am, sir,

Your obedient servant,

ANGUS MacKINTOSH.

## APPENDIX No. 7.

## REPORT OF JOHN CALDWELL, TREE PLANTING INSPECTOR.

REGINA, September 17, 1904,

E. STEWART, Esq.,

Superintendent of Forestry,

Ottawa.

SIR,—I have much pleasure in herewith submitting to you my report on forestry work in my district this season.

My route for the season was the Manitoba and North-western Railway from Minnedosa to Yorkton, the Miami line from Indian Head to Moosejaw and the Soo line.

The forestry work has only begun, but interest in the work is growing fast, which will mean a heavy demand to supply the wants of the farmers.

The varieties planted so far consist mostly of maple, cottonwood and ash, also a few elm, Russian poplar and Russian willow. The native maple is a good reliable old standby, easily grown, easily transplanted, and a very useful all-round tree. The cottonwoods have done fairly well. In some places they have frozen back considerably, but generally come again. I am still in favour of a proportion of cottonwood. Sometimes they are tall and slim and should have the top shortened when planting; otherwise they will become top heavy and lop over. The ash is, of course, a slow grower, but is sure to prove a long liver and a valuable wood. Probably 85 per cent of all varieties of seedlings planted are growing. Very few Russian poplars or willows have been sent out, and there is quite a call for these hardy fast-growers. I am very much in favour of sending out quite a lot of Russian laurel, French laurel and the acutifolia willows rooted or in cuttings. Rooted is best, and I will say that of all the trees grown in this country French laurel is the hardiest; also a fast grower and will do well on either high or low land. The Russian laurel is fairly hardy and a very pretty tree. None of these two laurels have been sent out, and I am much in favour of growing large quantities. Willow cuttings can be grown at 75 cents per thousand and rooted at probably \$2 per thousand. There is a prejudice against the Russian poplar in eastern Manitoba on account of the fungus, but from Brandon to Calgary the finest looking trees we have are the Petrofsky Russian poplar, about thirty-five feet high and probably fourteen years old. There are also a few cottonwood (I think native) looking about the same size and just as nice. If we plant a variety of all our best trees in all the different districts we will soon see which trees are most suitable in each district. I would send out poplars in cuttings; if they once get started they do best that way.



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I was very much pleased to see such large quantities of splendid stock growing at Brandon and Indian Head for distribution, and I was especially well pleased to see the success that has attended the raising of young evergreens, principally spruce, pine and larch, at the nurseries at Indian Head. Of all trees to make home homelike and cheerful, there is nothing like the evergreens, and the propagation of these conifers should be very much encouraged.

We may find it a little harder to induce farmers to put out plantations for posts and wood, but it will pay them well to do so. I am burning my summer wood at Virden from land that was bare prairie fourteen years ago. The experimental farms are splendid examples of what can be done, and all farmers in open districts should fall right in line in planting out forest trees.

The forestry work, as far as it has gone, is very hopeful and encouraging.

I am, sir, your obedient servant,

JOHN CALDWELL.

## APPENDIX No. 8.

### REPORT OF JAMES LEAMY, CROWN TIMBER AGENT, NEW WESTMINSTER, B.C.

NEW WESTMINSTER, B.C.,

November 10, 1904.

E. STEWART, Esq.,

Superintendent of Forestry,  
Ottawa.

SIR,—I have the honour to submit herewith my report for the past season of what has been done in this province under my supervision respecting forest fire protection.

I might say at the start, that we had an exceptionally dry season, probably the driest for very many years, and although there were numerous outbreaks of forest fires in various districts, comparatively very little damage was done to the timber within the railway belt. This can be accounted for by the efficient work accomplished by the fire rangers, of whose efforts I cannot speak too highly.

One of the outbreaks of fire which occurred during the summer was in Yoho Park, at the summit of the Rocky mountains, which did considerable damage to the young growing timber. This fire was attended to by the park ranger, who employed a number of assistants. He was also assisted by some of the Canadian Pacific Railway employees.

Two other fires occurred in this park, one at the first crossing of the Kicking Horse river and the other at Palliser Crossing. Little or no damage was done at either of these fires, as they both started on ground which had already been burnt over, and were extinguished by Mr. Ashdown, the fire ranger, before much headway had been made.

A very serious fire occurred on the upper Columbia river, outside the railway belt, on lands owned by the provincial government. A large quantity of timber was destroyed, and it required strong efforts on the part of the fire ranger to prevent the flames spreading to the timber inside the belt. I am pleased to say he was successful, and that no damage within the belt occurred. I do not know the origin of the fire in this instance.

Another large fire occurred east of Donald. It started outside the railway belt, and burnt over a considerable portion of ground, doing damage to much of the young



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growing timber. The ranger in this district went to work with a large gang of men, and succeeded in keeping the fire outside the limits, no damage being reported. This fire is supposed to have been started by lightning, as it came from a direction where there were no settlers, and no other cause can be assigned for the outbreak.

A fire occurred, too, at the head of Beaver river, burning over a large area, but as it was confined principally to the summits of the mountains, but small damage was done to the merchantable timber. This district is looked after by Mr. Frank Ashdown, who did very efficient work all summer in the prevention of the spreading of fires.

Another fire occurred at Silver Creek, near Albert Canyon, which got under considerable headway, and did some damage, owing to the fact that it was almost impossible to get men in the neighbourhood to fight the fire. However, the ranger succeeded in getting a gang together, and was successful in preventing much loss to the timber in danger.

From Albert Canyon to Revelstoke numerous small fires were reported along the line of the Canadian Pacific Railway, but in each instance they were promptly extinguished, with little or no loss to the timber threatened. The fires along the Illicilliwaet river were supposedly started by sparks from locomotives, and along the Columbia river, north and south of Revelstoke, the cause for fires has been assigned to an electrical storm passing over that vicinity, immediately after the occurrence of which fires were observed in seventeen different places. All were promptly extinguished by the fire ranger, who employed a large number of men to help him.

A very large fire occurred at Fish Creek, on provincial government lands, at one time endangering the mining town of Camborne, which is situated just at the boundary of the railway belt. This fire was attended to by Mr. Bullard, to whom much credit is due for the prevention of any damage to the timber within the belt, though at one time a large loss seemed inevitable.

Only one fire was reported in the valley of the Eagle river. This was supposed to have been started by the railway employees at a place known as Bowie Siding. The sectionmen at once came to the assistance of the fire ranger, and in consequence little or no damage resulted.

Numerous fires occurred in the Shuswap Lake district, all of which were supposed to have been started by settlers in clearing their lands or by Indians. The latter have been known to start fires in the woods with the intention of encouraging the growth of wild berries. A serious fire occurred at Seymour river, which empties into Shuswap lake. This, too, was on provincial lands, and a large area of fine timber was destroyed. The fire was kept outside the railway belt, however, and I am glad to say that no damage was done on this side of the belt. A large number of men were employed in preventing the spreading of these fires, the Columbia River Lumber Company having to close down their mills at Kualt and turn out all hands to assist. Little damage was done at any of these outbreaks, and this was entirely due to those who lent their help in extinguishing the flames when they were first noticed.

Fires occurred at different intervals on the Spillimacheen river, but were attended to by the ranger and by men employed under him. Here, too, no damage of any worth was done to the timber within the belt. The fires on this river were started, it is thought, by some one with the intention of destroying the timber throughout that district. One man was known to have threatened to do this, and on leaving Enderby for Mable lake seven different fires occurred after he passed up the road. I instructed the fire ranger to immediately arrest him, but before this could be accomplished he had disappeared from the country, and has not been seen since. I may say here that it is extremely difficult to obtain eye-witnesses of actions of this sort, and without this evidence no magistrate will convict.

A few fires occurred in the Kamloops district, but did not do any serious damage. The Kamloops Saw Mill Company rendered excellent service on many occasions, by putting on men when danger threatened and were at all times of great assistance to the fire ranger in that vicinity.

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Small fires were reported at Lytton and west of this town; no damage, however, the ground having been in each instance already burnt over.

Only one fire occurred within the railway belt in the coast district, on limit 'B.' This fire was undoubtedly set with the deliberate intention of destroying the timber on this limit, by parties desirous of settling on the land in question. The fire ranger, Mr. Johnson, succeeded in subduing the fire before much damage had been done. This fire, I might mention, occurred as far back as May last.

Large fires occurred on provincial lands up the coast and in the Crow's Nest Pass district; also on Vancouver Island. In many cases vast areas of timber were destroyed and at one time the smoke from these fires along the coast was so great that it rendered navigation both difficult and dangerous. On the American side fires were very prevalent, and much damage was done to the timber. In the Kootenay district provincial lands again suffered, and much destruction of valuable timber was reported.

On consultation with the fire rangers employed under my supervision, I feel I can assure you that in the railway belt not more than two million feet of merchantable timber was destroyed by fire during the whole season, extending from the beginning of May to the middle of October; however, I am sorry to say that a large quantity of young growing timber, which would be valuable in the immediate future, was destroyed. It would be impossible to estimate the quantity of this latter timber.

That the owners of timber limits in this province appreciate the efforts which have been made by myself and the fire rangers under my supervision will be evidenced by the letters of appreciation which I have received from them and copies of which have been forwarded to you, also letters in the same strain received by the Deputy Minister of the Interior. It has been a hard, trying season, and it is certainly gratifying to know that what has been done has been well and successfully done. The fire rangers deserve great credit for their work, which has been arduous and in many instances dangerous.

In conclusion, I would again respectfully suggest that the provincial government be requested to declare a close season for setting out fires, say during the months of June, July and August. While this might appear to be a hardship to parties anxious to clear their land for cultivation purposes, this might be overcome by the fire rangers being empowered to issue a permit to each person desiring to set out a fire during said close season, providing, of course, that the party in question could satisfy the ranger that the fire would not be allowed to spread beyond the area to be cleared, and that he would give proper and careful attention to the same. This system, I think, would work well in this province, and would prove the means of saving a large quantity of timber, which otherwise would be in constant danger of destruction.

All of which is respectfully submitted.

JAMES LEAMY,

*Crown Timber Agent.*



## APPENDIX No. 9.

## REPORT OF JOS. E. STAUFFER, FOREST RANGER.

DIDSBURY, ALTA., October 15, 1904.

E. STEWART, Esq.,

Superintendent of Forestry,  
Ottawa.

SIR,—I beg to submit a report of the work done by the forest fire rangers under my supervision in Alberta during 1904.

The forest area of Alberta, from the international boundary to the North Saskatchewan river, was last spring divided into suitable districts and a forest fire ranger appointed in each district. Each ranger was instructed to keep warning notices posted up at all public and conspicuous places; along the trails leading to and through timber; on and around all timber berths, and also on a building of each settler living in, or within five miles of, timbered country. He was also instructed to get all the settlers in his district interested in the necessity of protecting our forests from fire, and thus endeavour to receive their co-operation in the prevention of the same. These rangers were also instructed to do everything possible to prevent the spread of fires, and where necessary to employ assistance for that purpose. Considering that the rangers were all new at the work, I must state that each did his work very satisfactorily.

We had several fires this year, but only one that resulted very seriously. This was a fire south of the Crow's Nest Pass Railway near Blairmore, Alberta, which destroyed valuable timber on timber berth Nos. 80 and 179. About July 17 a fire started near the south fork of the Old Man's river, on timber berth No. 80. Fire Ranger C. B. Miller, with several men, endeavoured to keep it north of the river, but it got across, but was checked at Canyon Creek. The cause of this fire is unknown, but it is said to have been started by lightning.

On July 23 a fire started on the Canadian Pacific Railway right of way in the grass near Crow's Nest lake. Near the place where the fire started, and on the edge of the right of way, was a pile of dry logs placed there by the construction gangs of the Canadian Pacific Railway. The fire reached these dry logs and immediately got beyond control, the prevailing high winds carrying it very rapidly in a south-easterly direction until it reached the fire burning on the south branch of Old Man's river. The total area burnt over amounts to one hundred square miles approximately.

There was also a fire near the head waters of the Medicine river, which burnt over a large area, but the damage was not great on account of the same area having been burnt over several years ago.

I am, sir, your obedient servant,

JOSEPH E. STAUFFER.



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## APPENDIX No. 10.

## REPORT OF C. A. WALKINSHAW, FOREST RANGER FOR THE TURTLE MOUNTAIN TIMBER RESERVE.

BOISSEVAIN, MAN., October 13, 1904.

E. STEWART, Esq.,  
Superintendent of Forestry,  
Ottawa.

SIR,—I beg to submit to you my report on Turtle Mountain permanent timber reserve for the past year.

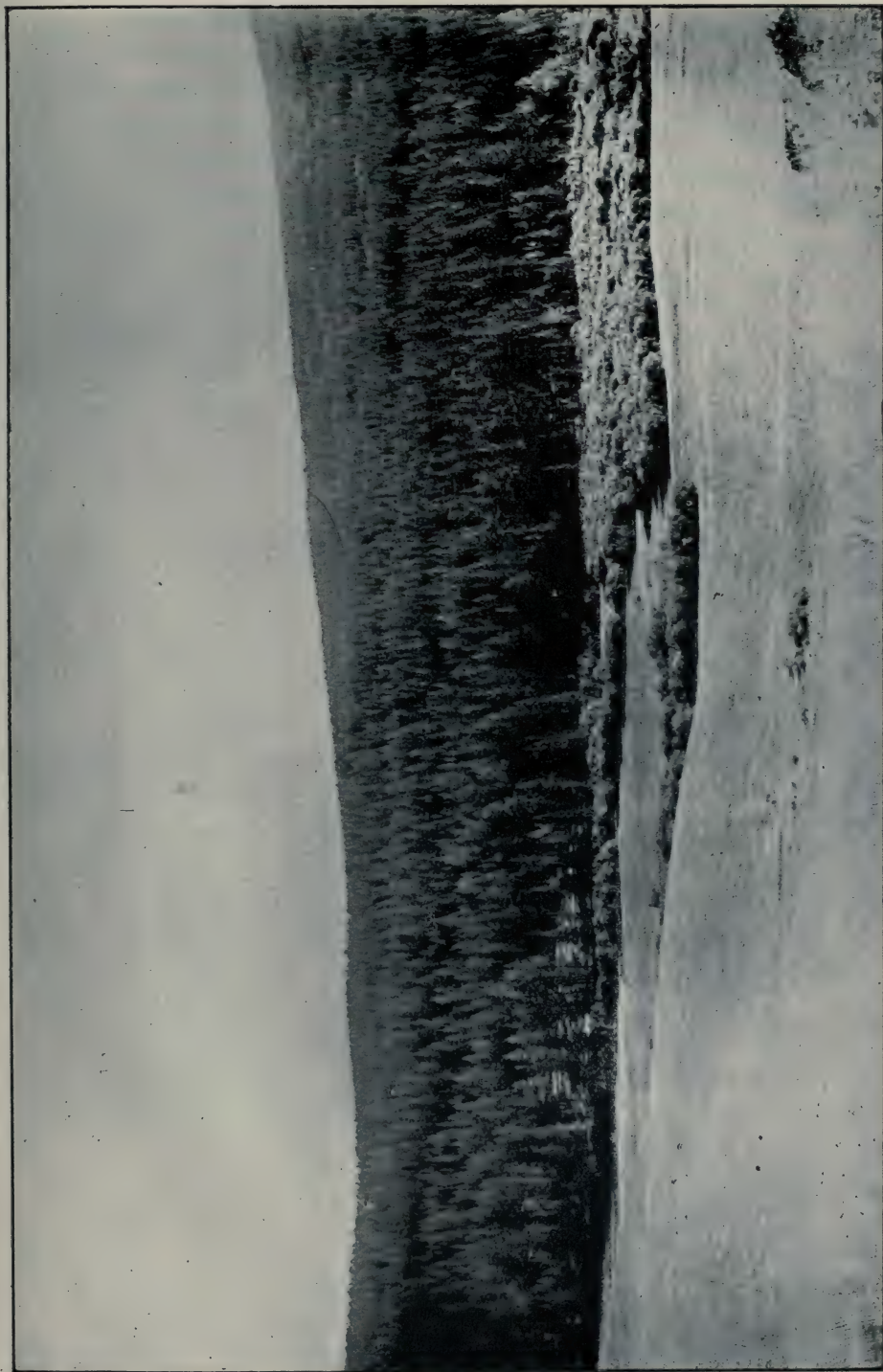
I am happy to state that for growth of young trees and freedom from fires this has been the best year in the history of the reserve. My assistants and myself have been so diligent in patrolling the reserve that not one single fire has occurred so far this year. I may also mention that the house and stable built this year in the reserve for the accommodation of the ranger has been of great value, as he is on the ground at all times and in a position to stop fire coming from the American side. The young trees on some sections have made wonderful growth. Two or three years ago they were almost bare, and to-day there is a beautiful young forest. I confidently expect in five or six years to have a grand reserve, provided of course that a sharp lookout is always kept for fire. I may also say that I make it a point of my work to request the settlers on the American side to be as careful as they possibly can in burning off their ground not to let fire get away from them. Every man promised that he would not set fire where it was likely to run and do damage.

We will keep a strict watch till the end of the season which is drawing now to a close.

I am, sir, your obedient servant,

CHARLES A. WALKINSHAW,

*Forest Ranger.*



LONG LAKE TIMBER RESERVE, SOUTH-WEST OF KAMLOOPS, B. C.







IN THE FOREST NEAR GLACIER, B. C. TAKEN BY W. S. VAUX, OF PHILADELPHIA, PA.







BRITISH COLUMBIA LUMBER WOODS, SHOWING LOG ROAD.



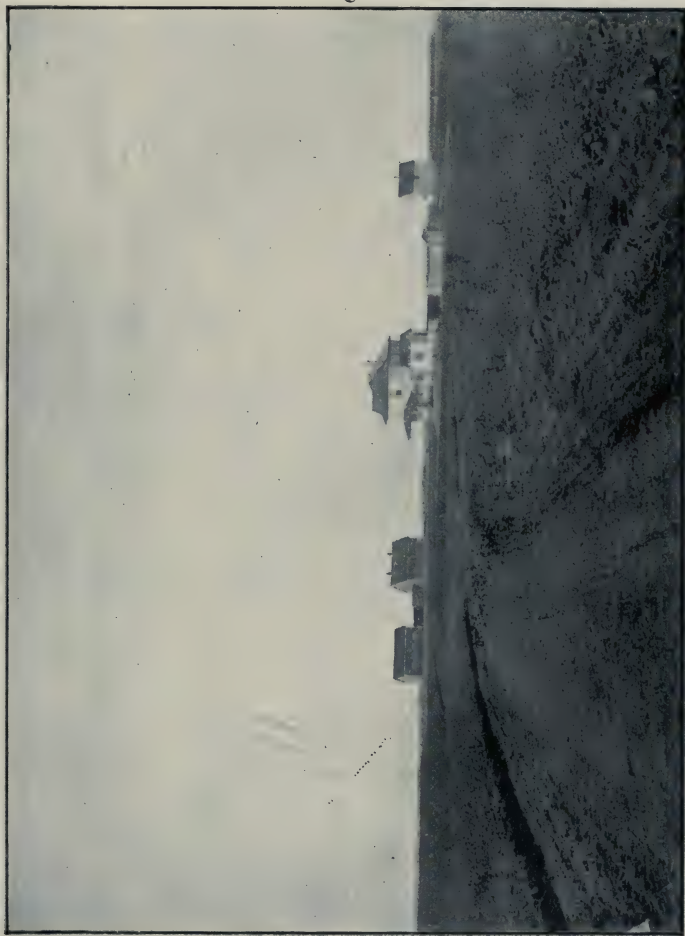




SCOTCH PINE SEEDLINGS (5 YEARS OLD), GROWING ON FARM OF G. & B. SPRING-RICE, NEAR  
SPENCE, N. W. T.







FORESTRY NURSERY STATION, INDIAN HEAD, N. W. T.





CEDAR TREES (*THUYA GIGANTEA*) IN STANLEY PARK, VANCOUVER, B. C.























